CYCLE NEWS®

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Test: Honda CR125R

Making the best better

Florida Winter AM, CMC Golden State Nationals, Whiskey Pete's, Pomona Half Mile race reports!

America's motorcycle newspaper

In the WIND

BY PAPA WEALEY

David Bailey, the defending AMA 500cc MX National Champion, suffered severe injuries in a practice session crash at the January 11 CMC Dodge Trucks Golden State Nationals round at Huron Cycle Park in Huron, California. Team Honda's Bailey suffered damaged fourth and fifth vertebrae and at presstime Monday had no feeling below his waist. A Honda spokesman said that they had been told by doctors that the next four of five days will be critical for Bailey as to his regaining movement. Cards and letters can be sent to Bailey at the Santa Clara Valley Medical Center, 751 S. Bascomb Ave., San Jose, CA 95128.

Bob Hannah (Suz) won both 250cc Pro class motos at the January 11 Florida Winter AM MX Series at Dade City Raceway. Ronnie Tichenor (Suz) also had a perfect day, topping both 125cc Pro motos. Jo Jo Keller (Kaw) and Billy Liles scored moto wins in the 500cc Pro class with Liles getting the overall win with his 2-1. Keller was second in the final moto.

The American Historic Racing Motorcycle Association (AHRMA) will host a 50-mile Tourist Trophy road ride on Thursday, March 5, during Daytona Cycle Week. The ride, which is for street legal vintage bikes, will start at the AMA's tent just outside Daytona International Speedway at 10 a.m. The AHRMA ride will be held in conjunction with the 3rd Annual AMA Ride for Rights which is being hosted by Florida's Golden Eagles M.C. AHRMA will provide commemorative, high visibility bibs to each Tourist Trophy participant, as well as a free AHRMA decal. Entry fees (donations) will start at $5 per motorcycle with all fees in the AMA-sanctioned event to be donated to the American Motorcycle Heritage Foundation.

Cycle World magazine and Group One Promotions have finalized plans for the 2nd Annual Collector Series for antique, vintage and classic motorcycles. The first Collector Series display will be in Houston's Astrohall in conjunction with the annual motorcycle consumer show and Supercross race over the February 6-7-8 weekend. The next stop will be at the Daytona (Florida) Convention Center during Cycle Week. The Daytona shows dates are March 5-6-7. The Collector Series returns to the Boston Convention Center on April 10-11-12. The final Collector Series display will again be at northern California's Laguna Seca Raceway at the Camel Pro road race meet in June. Bike owners interested in showing their machines are invited to contact Roxy Rockwood at Group One, 23891 Fabricante, #609, Mission Viejo, CA 92691, 714/855-9200, for entry forms or additional information.

HosPITal STOP: Tim Skov, the Junior dirt tracker who suffered massive injuries during a heat race crash at the San Jose Mile last September, entered a northern California hospital January 8 for surgery on his left wrist. Surgeons will graft new bone material from Skov's hip to his wrist, and probably will use wires and pins to fuse the wrist bones together. Skov, who also suffered a broken neck, broken pelvis, broken collarbone, and other injuries during the crash, told *Cycle News* he is "healing pretty good." Cards and letters may be sent to Skov at Pacific Presbyterian Medical Center, 2351 Clay Street, San Francisco, California 94115.

Team Honda engine builder Rob Muzzy had a close call recently while taking instrument training lessons in his private plane. Muzzy was in the midst of an instrument approach to Long Beach Airport in Long Beach, California, and was over the Pacific Ocean at around 4500 feet when he "had the feeling of hitting a telephone pole at a couple of hundred miles an hour." Muzzy and his flight instructor had actually made contact with another plane. "He was doing the same thing I was only he was doing maneuvers," Muzzy said. "They came out of nowhere. We were underneath him and his left wing hit my left wing. We hit about two feet from where I was sitting," said Muzzy. The accident put a hole in Muzzy's wing and tore two and a half feet off the other plane's wing. Muzzy flew safely back to Long Beach while the other pilot landed at Orange County Airport.

Students are now being accepted for a new one-year motorcycle industry training course at Los Angeles Trade Tech College. Classes start February 2 and fees are $50 per semester. The course, with electives, leads to an AS degree and is designed to teach entry level skills necessary to work in the parts or service department of a motorcycle dealership. Classes meet daily, 7 a.m. to noon, at L.A. Trade Tech, 400 West Washington Blvd., Los Angeles, CA 90015. For more information on how to register, call instructor Pat Owens at 213/746-0800, ext. 212.

The Desert Viper M.C. has announced that January 31 and February 1 are the dates for their AMA District 37 Grand Prix through the paved streets and surrounding desert in the California high desert community of Adelanto. Sponsored by Neo-Life, this year's event boasts a $2000 guaranteed Pro purse and classes for all motorcycles and ATVs. Last year the annual event drew approximately 8000 spectators.

Bob Coy of the United States Classic Racing Association (USCRA) and Jerry Wood of the Penguin Road Racing School have joined forces to promote a three-day vintage race weekend at Bryar Motorsport Park in Loudon, New Hampshire. The event will take place over the July 10-11-12 weekend. Friday will offer a road racing school for new or rusty riders and a long afternoon practice session. Racing for classic and vintage motorcycles (and cars) plus a swap meet/flea market will take place on Saturday and Sunday. For competitor information, send a self-addressed, stamped envelope to USCRA, RFD 3, Richmond, NH 03470 or call Coy at 603/239-6633 or Wood at 617/339-9645.

Former Australian 500cc Road Race Champion Len Willing, brother of former international road racer Warren Willing, is seeking financial backing that will allow him to compete at the Daytona 200, March 8. Willing plans to race a Yamaha FZ750 in the Superbike main event if he can get enough backing to come to America. Interested sponsors can contact the road race champ at Willing Motorcycles, 104 Pacific Highway, Wyong 2259, New South Wales, Australia, telephone: 043/532-267.

Micky Dymond, Team Honda's 125cc MX National Champion, has signed an apparel sponsorship contract with Hondaline.

HosPITal Stop: Hahn dealer representative James Clapp, a long time D-36 cross country and enduro rider, was released from Kaiser Hospital in Redwood City, California, on January 12 after a second operation on his leg. Clapp was injured only three miles from the finish of the 1986 Barstow-to-Vegas race. Cards and letters can be sent to Clapp at 464 Clinton, #401, Redwood City, CA 94062.

Team Marlboro Yamaha was well represented at the Pomona Half Mile in Pomona, California, on Saturday, January 9 as two-time World Champion Eddie Lawson, his teammate Rob McElnea and team engineer Kel Carruthers attended the race. It was McElnea's first time at an American-style dirt track and the Brit was impressed with the way the riders "flicked it in." McElnea's trip to Pomona was all part of his California vacation with Carruthers and Lawson. McElnea, who finished fifth in the 500cc World Championship in 1986, also spent some time motocrossing with Lawson in the California desert. Lawson's training methods, including hour-long motos on his Yamaha YZ250 and three-hour long mountain bike rides, also left an impression on his English teammate. "I felt like Rambo when we had to carry the bikes on our backs when the mud got too thick," he said of his mountain bike venture.

Enduro competitor Mark Bullard was electrocuted while trying to mark a downed power line while trail riding in the Sumter, South Carolina, area on Sunday, January 11. Vaughn Clarke, Bullard's cousin, and others managed to keep Bullard alive until paramedics arrived, but Bullard died on the way to the hospital. Cards and letters of sympathy can be sent to Vaughn Clarke, 100 West Chevis St., Lawrence, SC 29501.

With multi-time Japanese road race champion Tadahiko Taira moving up to the 500cc class for the 1987 Grand Prix class, his 250cc spot on the Marlboro Yamaha roster will be filled by Italy's 1986 125cc World Champion Luca Cadalora. Cadalora joins West German Martin Wimmer on the 250cc squad while Taira becomes the third man on the Eddie Lawson/Rob McElnea team. •

Cranston reintroduces Desert Protection Act

LONG BEACH, CA, JAN. 12

The 1987 U.S. Congress was in session less than a day before Senator Alan Cranston (D-CA) reintroduced his controversal, Sierra Club-backed "Desert Protection Act," which would close more than nine million acres of southern California desert to off-road riders.

The Cranston plan would designate more than one-third of the desert as wilderness and would be the largest land protection act in U.S. history, if passed.

The measure is similar to a bill Cranston introduced last year, which died in the Republican-controlled senate. Cranston's new bill stands a better chance of clearing congress this year because both houses, including the senate, are now controlled by Democrats.

Cranston's proposal would set aside wilderness areas totalling 14,000 square miles in Riverside, Tulare, San Bernardino, Inyo, Imperial, Riverside and Kern counties. Companion bills were introduced in the House of Representatives by Cranston's Democratic colleagues, northern California Congressman Richard Lehman (D-Sanger), and southern California Congressman Mel Levine, (D-Los Angeles)

Cranston also introduced a bill that would protect 151 miles of the north and south forks of the Kern River in southern California.

A second bill introduced by Lehman would preserve 93 miles along the banks of the Kings River in central California; Lehman's measure also endorses expansion of Yosemite National Park.

Another conservation measure, introduced by House Whip Tony Coelho (D-Merced), would grant wild and scenic river status to the upper portion of the Merced River, and to the south fork of the same waterway. Coelho's bill — like Cranston's — was first introduced last year; it is designed to block construction of a hydro-electric plant.

According to the California Off-Road Vehicle Association, a list of some major riding areas that would be closed by wilderness or National Park restrictions under the Desert Protection Act include, Buttercup (Algodones Dunes), Glamis Dunes, Anza-Borrego, Saline Valley, Cuddeback, Red Rock/Dove Springs, Randsburg, Scodies, Kennedy Meadows, Clark Mountains, Kelbaker Road/Kelso, and Argus.

CORVA also reports that the act would cut off the Barstow-to-Vegas race course by the East Mojave Park, Clark Mountains and Soda Mountains (Soda Dry Lake).

Interested readers may protest the measure by writing to: The Honorable Alan Cranston, U.S. Senate Office Building, Washington, D.C. 20510. •

Riverside Raceway to host '87 Suzuki GSXR Final

BREA, CA, JAN. 9

U.S. Suzuki has released details of the 1987 Suzuki GSXR National Championship Cup Road Race Series and announced that southern California's Riverside Raceway will host the GSXR Series Final on October 9-10-11 under the AFM banner.

A total of 56 race dates with 40 GSXR750 and 24 GSXR1100 events will be hosted by AFM (North and South), AMA CCS/LRRA, CRRC, MRA, OMRRA, WERA and WMRRA. Each club race event will see a purse of $2920 being paid out in the GSXR750 race and $2100 in the GSXR1100 race. A win in a GSXR750 race will be worth $1300, and a GSXR1100 win will pay $1000.

The Suzuki GSXR Final will offer

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Over the edge

"I think the track needs just a tad more calcium chloride."

PHOTO BY DENNIS GREENE

Copyright Page 3 Productions. From an idea by Carol Sims

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America's motorcycle newspaper

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BPA Consumer Audit Division Membership Applied For December 1986.

ON THE FRONT PAGE: Is the 1987 Honda CR125R even better than last year's CR125 class king? See page 20 for a CR125R test. Photo by Kinney Jones.

voices

Higher education

Yamaha has donated motorcycles and equipment to the Citrus College motorcycle repair programs. We are very grateful for all the motorcycle industry's donations and support as they help us update and grow in technology in our programs.

Our Tuesday night class deals with basic motorcycle mechanics and maintenance and are aimed at any person who wants to increase their knowledge of motorcycles in general.

Our Thursday night advanced class is for those people who are already mechanics or former students of other motorcycle programs. I would strongly recommend this class to anyone who is interested in becoming a motorcycle mechanic.

Citrus College offers easy and fast class registration, usually within one hour, plus no bumper-to-bumper freeway traffic or parking problems. I do hope anyone interested in either class will act now and not be left out, because we fill both classes very quickly.

BOB SIRKEGIAN
Citrus College
Azusa, CA

GP blues

Each year that goes by I suffer by not being able to be present at Grand Prix races. The next best thing, of course, is reading your coverage of the particular race the following week.

I was wondering, though, if there's any way to see the race, i.e. is there any cable channel, such as ESPN or the like, that telecast the events?

KEVIN M. DENMAN
W. Covina, CA

We suffer with you, Kevin. To the best of our knowledge there's no planned live telecasting of GP races set for this year . . . Editor.

Thanks from Down Under

Being away from home, family and friends for a full season can be hard at times. Jenny and I would like to thank all the people who have given us a home away from home in so many different parts of the U.S.

Thanks to Patti and Barry Higgins in Georgia, Tommy and Jerry in Alabama, Terry and Bev from Redding, Al Baker from L.A., the Balloonry Browns from Wythville, Marsha and Charlie from West Virginia, the Hawkins from South Carolina, Dave and Joie from Minnesota, and anyone else who kindly loaned us garages, workshops and showers.

Special thanks to my sponsors for their tremendous support: Can-Am, Scott USA, Dunlop, Arai, Hi-Point, Cycle South, Rat Racing, Silkolene, and Carolina Tool, and to Cool Ray for keeping the Dodge going.

Sincere thanks to all the ISDE riders and support crew members for accepting me as part of their team. It was much appreciated.

GEOFF BALLARD
Winmalee, Australia

Ballard, who rode as a member of the U.S. ISDE team for the past several years, says Can-Am has informed him they won't be sponsoring him in '87. Ballard says unless something comes up before February, he'll probably represent Australia in the '87 ISDE which will take place in Poland . . . Editor.

They made it happen

As I sit around bench road racing this winter and reflecting on the past year of racing, I have realized one thing and that is that the people who constantly maintain and improve the high quality of road racing events are the people who run and report the events. Without these people, the fun, excitement and competition that we experience every racing weekend would not be a reality. I am very thankful that these enthusiasts enjoy motorcycling because with their high motivation it is very possible that they could be earning more money elsewhere.

I would like to thank Bob Applegate and Randy Marrs for the very fine articles that we enjoyed reading. I would also like to thank the people at WERA; Roger and Peggy Edmonston, Bob Applegate, Richard Chambers and the rest of the AMA CCS crew; Privateer magazine; and, of course, *Cycle News* for a memorable 1986.

Finally, I would especially like to thank my sponsors: Shoei Helmets, Racing Engine Service, D&D Exhaust, Roxy's, Kenneth Auto Sales, and R&D Contractors.

DOUGLAS R. TOSTEN
Fayetteville, PA

Read before you sign

The new AMA professional racer license application has a new paragraph under the release indemnity agreement. The second paragraph states, "I know the risks of danger to myself and my property while participating or assisting in motorcycling events and while upon event premises, and relying upon my own judgement and ability, assume all such risk of loss and hereby agree to reimburse all costs to those persons or organizations connected with sanctioned events for damages incurred as a result of any injury that I cause or receive."

Certainly, in one unfair sweep AMA has solved their insurance crisis, along with that of the promoter. You, your mechanic, and sponsors might lose everything you've worked for, but not the AMA as they are protected.

ROBERT L. STUMP
Westerville, OH

Published letters do not necessarily reflect the position of *Cycle News*, Inc. Letters for publication must be typed and double-spaced; letters must include the author's correct name and address; unsigned or anonymous letters cannot be used; due to the volume of mail no letters can be returned or acknowledged. Send letters to Voices, P.O. Box 498, Long Beach, CA 90801.

Wind

(Continued from page 2)

a $60,050 purse, $30,250 in the GSXR-750 Final and $29,800 in the GSXR-1100 Final. The GSXR750 Final winner will receive $7000, and the GSXR-1100 winner $8000. First through 20th place finishers in the GSXR750 Final will earn money, while the GSXR1100 Final will pay through 13th place.

The top five GSXR750 racers from each participating sanctioning road racing club will be invited to the Final at Riverside as will the top three GSXR1100 racers from each participating club.

Participants in the GSXR Final at Riverside will be allowed to run aftermarket exhaust systems which carry no more than a $300 suggested list price per the manufacturer's catalog. The pipe must be available through retail outlets and be readily available to the public. Vance & Hines will supply pipes at no cost to GSXR riders at the Finals who wish to avail themselves of the offer. Vance & Hines will also provide tech assistance, such as jetting information. Jetting information will be sent to all qualifiers prior to the GSXR Final.

Associate sponsors of the Suzuki GSXR Final are Bates, Kal-Gard, Shoei and Vance & Hines. Kal-Gard has announced they'll award a GSXR-750 to the winner of the GSXR750 Final at Riverside.

The first club-hosted GSXR races will take place at southern California's Willow Springs Raceway on February 14-15. Willow Springs GSXR races will be sanctioned by AFM South.

A complete schedule of Suzuki GSXR events will appear in our Calendar section next week. •

AMA Hare and Hound Series expanded

By Anne and Tom Van Beveren

The AMA National Hare and Hound Championship Series will be expanded to a nine-race program in 1987.

The National Championship Series was AMA-sanctioned for the first time in 1986 and received so much support from riders and race organizers that it looks almost sure to become an annual event in years to come.

According to Roger Ansel, amateur activities manager for the AMA, the AMA met with organizers of 1986 championship events and other interested people late last year to arrange the 1987 race schedule and to discuss the series as a whole.

"We had some problems in the first year," he said. "It was a new series and when something is new you always anticipate some problems. We got together and tried to eliminate the problems and we think we've done so. We think that the things we are doing for the next series will help everybody."

Ansel said the biggest change for 1987 is the addition of two extra events.

"There will be nine events for 1987," said Ansel. "We're repeating the six events that were held in 1986, and we're going to have the Arizona event that had to be cancelled late in the year. That club will try for a location within the U.S. for 1987 so they won't have the insurance problems that caused the cancellation at their last location in Mexico. •

Jeff Stanton takes first at Gatorback.

To the 733 riders who competed against this bike in Florida.

Here's what it looks like from the front.

On December 27, riders from all over the world arrived in Gatorback for round one of this year's Florida Winter AMA MX Series.

They came from Peru. Canada. England. South Africa. And 29 American states.

And not a single one of them got to see the bike on the left from this angle. But they sure saw it from behind.

Because Yamaha's Jeff Stanton absolutely devastated the pack in the 500cc class.

And that was just the first of many Yamaha firsts.

Keith Bowen took the 250cc class (Stanton finished third). Michael Stahlman took the Open A class. And Damon Bradshaw took the 125cc B class and the 85cc 12-15 Mini class. Yamaha riders also took firsts in the 250cc Amateur class, the Open Novice class, and the 125cc C class.

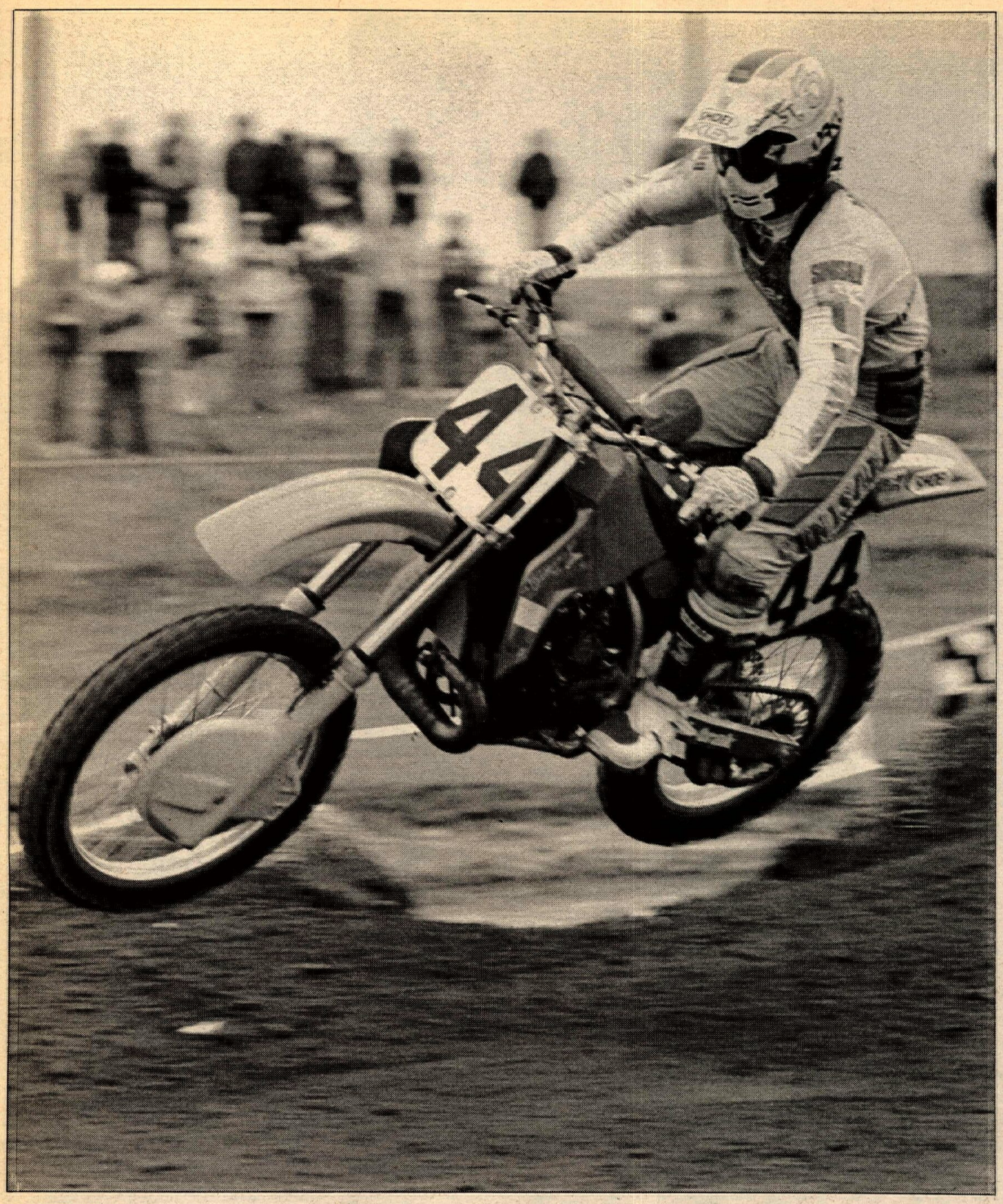
All in all, an impressive string of victories.

This week, the Series continues. And, of course, our riders are planning to put on another big show for the crowd. Our competition is welcome to watch, too.

There'll be plenty of seats in the back.

YAMAHA

We make the difference.™



Jeff Ward sailed to victory in the first 250cc Pro class moto at Huron Cycle Park, then won the second moto after charging back from fourth place and passing Jeff Leisk on the final lap.

Brian Myerscough (33) won the 500cc Pro class, via a 2-1 tally.

CMC/Dodge Trucks Golden State Nationals: Round 2

Ward, Myerscough, Manneh top Huron GSN

By Mike Larson
Photos by Ron Gee and Larson

HURON, CA., JAN. 11

Team Kawasaki's Jeff Ward scored a victory in the 250cc Pro class today at Huron Cycle Park for round two of the Continental Motosport Club/Dodge Trucks' Golden State Nationals. Ward beat teammate Ron Lechien in moto one, then charged back to pass Yamaha's Jeff Leisk on the last lap of the second moto to grab the overall win.

The 500cc Pro class turned into a Brian Myerscough and Tommy Watts showdown. Watts claimed the win by a small margin in the first moto, but in the second moto Watts and Myerscough traded the lead several times. Myerscough took over the lead for good on lap six and held off Watts all the way to the checkers.

Bader Manneh topped the field of 125cc Pros after first-moto winner Willie Surratt dropped out on the first lap of the second moto. Rex Staten snagged the Vet Pro division victory for the second week in a row, and Jimmy Gaddis powered his Suzuki to the win in the 80cc Expert class.

Today's racing started on a sour note as Team Honda's David Bailey crashed in the morning's first practice session when he cased-it over a double jump. He landed on his head and was struck in the back by his bike. Bailey suffered a severe back injury and had to be airlifted from the track by helicopter.

The first 250cc Pro moto of the day saw Lechien get a jump on the field as they came out of the gate, but as they rounded turn two, Ward and Yamaha's Broc Glover were right on his fender. Lechien, Ward and Glover battled three abreast for the first part of the lap, but as the leaders came out of the back section of the course, it was Ward who held the lead with Glover in second and Lechien third.

The leaders remained in tight formation until lap five when Lechien's heavy pressure on Glover finally paid off. Lechien and Yamaha's Leisk both went by Glover and bounced him back to fourth place.

Leisk set his sights on Lechien on lap six and began to pressure him for the second-place slot. As the battle entered the back half of the track, Leisk launched himself past Lechien and took over the runner-up spot.

Ward had it on cruise control out front, holding a 12-second advantage on Leisk, who had pulled away slightly from Lechien by the end of lap seven. On lap eight, Suzuki's George Holland assumed fourth place as Glover faded back to fifth.

Leisk whittled down Ward's margin to 10 seconds but couldn't put together a strong enough charge to get any closer. Ward scored the win followed by Leisk and Lechien. Holland and Glover diced it out for fourth all through the last lap. Glover tried to make a pass on Holland but ended up crashing as Holland pushed him to the outside of a turn.

At the drop of the gate for moto two Holland blasted into the lead followed by teammate Erik Kehoe and Leisk. Ward was holding down fifth place and Lechien got a bad start and was midpack.

Leisk was on the gas and quickly disposed of Kehoe and Holland, taking over the lead on lap two. Leisk wasted no time powering away to a three-second lead on Holland by lap three. Ward was in fourth and challenging Tommy Watts for the third-place position as Holland tried desperately to fight off both Kawasaki riders.

At the midway mark, Leisk had a six-second advantage, while Watts and Ward moved past Holland and were trying to narrow the gap on Leisk. Leisk maintained a fast pace out front, but Ward had jumped past Watts and was working hard to reel-in Leisk. Lap six saw a charging Lechien move up to fourth place and begin to challenge Watts for third.

For the next two laps Leisk tried to maintain his advantage over the fast-closing Ward. Ward closed the distance on Leisk each lap and by lap nine was within striking distance of the leader. Watts lost third to Lechien on lap eight

On the white flag lap, Leisk's small lead was gone; Ward was right on the Yamaha rider's rear tire and looking for an opening. Leisk and Ward

battled side-by-side for the lead for most of the lap, but as they came into the last section of the track, Ward zapped Leisk and rocketed into the lead. The drag race to the checkered flag ended with Ward five bike lengths in front of Leisk and the overall winner. Leisk's 2-2 netted him second and Lechien snagged third with a 3-3 score.

In the first 500cc moto, Honda-mounted Willy Simons grabbed the holeshot and led the field around on lap one. Myerscough had moved into second place, and Mike Larson was right behind in third. Myerscough and Larson both roosted by Simons on lap two and were locked in a tight battle for the lead. Watts also picked off Simons on lap two and was in close contact with the lead duo.

Myerscough and Larson were swapping the lead back and forth on lap three with Watts lurking in third. Larson jammed by Myerscough in the back part of the track and assumed the lead. Larson had no trouble putting some distance on Myerscough, who now had his hands full with the hard-charging Watts. Watts railed by Myerscough on lap four and set out after Larson.

Larson's lead was short-lived as he went off the track on lap four. Watts and Myerscough both flew past Larson, dropping the Kawasaki rider back to third. Watts quickly moved out to a small cushion on the second-place duel between Myerscough and Larson. The second-place battle raged for two laps as Myerscough and Larson battled with less than a bike length between them.

Watts held a rapid pace out front and managed to keep the second-place battle from becoming a battle for the lead. Myerscough fought off Larson until the closing laps when Larson bailed off and was slow in getting up. At the checkered flag the top three stood Watts, Myerscough and Simons.

In the second moto, Myerscough powered his Honda into the lead in turn two with Larson in tow. Myerscough and Larson led the charge for the first two laps, but Watts had soon sliced his way from fourth into second and was reeling in the leader.

By lap three, Myerscough and Watts were again hooked up in a battle for the lead. At the end of lap three, Watts pulled alongside Myerscough on the front straight and tried to outbrake him going into the hairpin at the end of the straight. Watts jumped his way past Myerscough on lap four and then started to build an advantage.

Watts maintained a steady margin on Myerscough until lap six when Myerscough got on the gas and zeroed in on Watts. In the back section of the track Myerscough blasted past Watts and tried to put some distance between himself and Watts. The gap remained at around six bike lengths for the next three laps. Watts managed to close in on Myerscough on the final lap and tried every line he could to get by, but Myerscough held him off to grab the moto win and the overall victory. Watts' 2-2 netted him second and Larson took third with a 5-3 tally.

In the 125cc class action, Ricky Ryan took the initial lead in the first moto only to be passed on lap one by Kawasaki's Eddie Warren. Warren built up a fairly secure margin by the halfway point of the moto, but Ryan caught and passed Warren on lap five and started to stretch out a lead.

Suzuki's Surratt started to charge to the front of the pack, picking off Warren and closing in on Ryan. On lap seven Ryan had Surratt right on his rear fender and both rider swapped the lead back and forth for the whole lap. Surratt went around the outside Ryan on lap eight and never looked back, holding off Ryan all the way to the flag.

Gary Semics (95), Rex Staten (1R) and Kenny Zahrt (1Z) lead the Vet Pros through turn two in the second moto.

In the second 125cc moto, Ty Davis led the charge out of the first turn, holding Lowell Thompson and Eddie Hicks at bay. First moto winner Surratt had problems and dropped out early in lap one. By lap two Davis had put a distance on an intense three-way battle for second place among Thompson, Hicks, and Bader Manneh.

Davis stayed clear of the combat over second place until lap seven when Manneh, who had worked his way into second two laps earlier, blazed his way into a position to challenge for the lead. Manneh hounded Davis for the entire white flag lap, but couldn't get into the lead. Davis took the win, but Manneh snagged the overall with a 4-2 score; Davis was second with a 14-1 score.

The 80cc Expert class was an all Suzuki's Jimmy Gaddis show. Gaddis took the lead on lap one of each moto and was never challenged. Gaddis piloted his Suzuki to commanding leads in both motos to walk away with first-place honors. Jeff Emig recorded second- and third-place finishes to garner second overall honors ahead of Jimmy Button.

The Vet Pro class was repeat of last week's action with Rex Staten picking up victories in both motos. Staten passed Zahrt and Semics early in the first moto and went on to take a convincing win.

In the second moto, Zahrt got the holeshot, but Staten again got past and never looked back. Semics was able to challenge Staten for the lead several times, but couldn't make a pass stick and had to settle for second overall. •

Jimmy Gaddis dominated the 80cc Expert class at Huron, piloting his Suzuki to two wire-to-wire victories in both motos.

Results

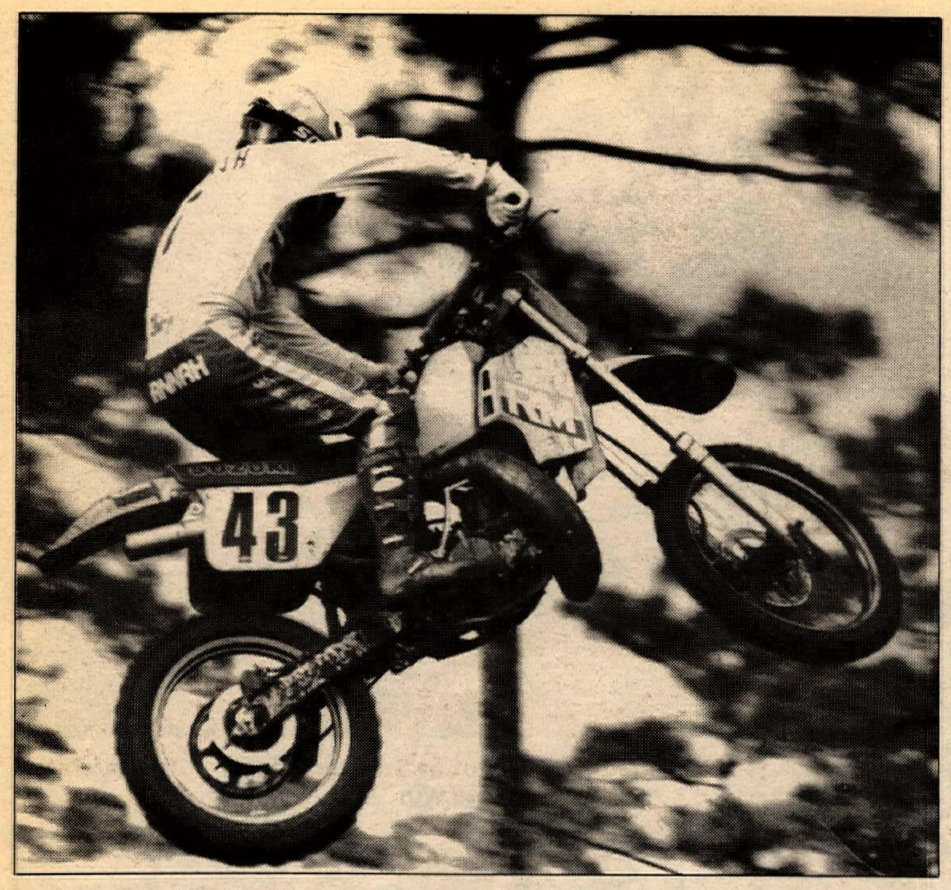
125 PRO: 1. Bader Manneh (Kaw); 2. Ty Davis (Hon); 3. Kyle Lewis (Hon); 4. Rick Ryan (Hon); 5. Doug Dubach (Cag); 6. Mike Kiedrowski (Kaw); 7. Mike Healey (Cag); 8. Eddie Warren (Kaw); 9. A.J. Whiting (Cag); 10. Tyson Vohland (Kaw); 11. Michael Craig (Yam); 12. Dean Matson (Hon); 13. Lowell Thompson (Kaw); 14. Jeff Matiasevich (Kaw); 15. Paul Winn (Suz); 16. Shaun Kalos (Yam); 17. Stacey Cook (Hon); 18. Willie Surratt (Suz); 19. Jeff Mabery (Yam); 20. Eddie Hicks (Kaw).

250 PRO: 1. Jeff Ward (Kaw); 2. Jeff Leisk (Yam); 3. Ron Lechien (Kaw); 4. George Holland (Suz); 5. Johnny O'Mara (Suz); 6. Broc Glover (Yam); 7. Erik Kehoe (Suz); 8. Tommy Watts (Kaw); 9. Willie Surratt (Suz); 10. Billy Frank (Yam); 11. Rodney Smith (Hon); 12. Mike Larson (Kaw); 13. Ty Davis (Hon); 14. Russ Wageman (Yam); 15. Kelly Andris (Hon); 16. Jeff Mabery (Yam); 17. Iamoyuke Kawasaki (Yam); 18. Clayton Blood (Hon); 19. Jeff Matiasevich (Kaw); 20. Tony Toste (Kaw).

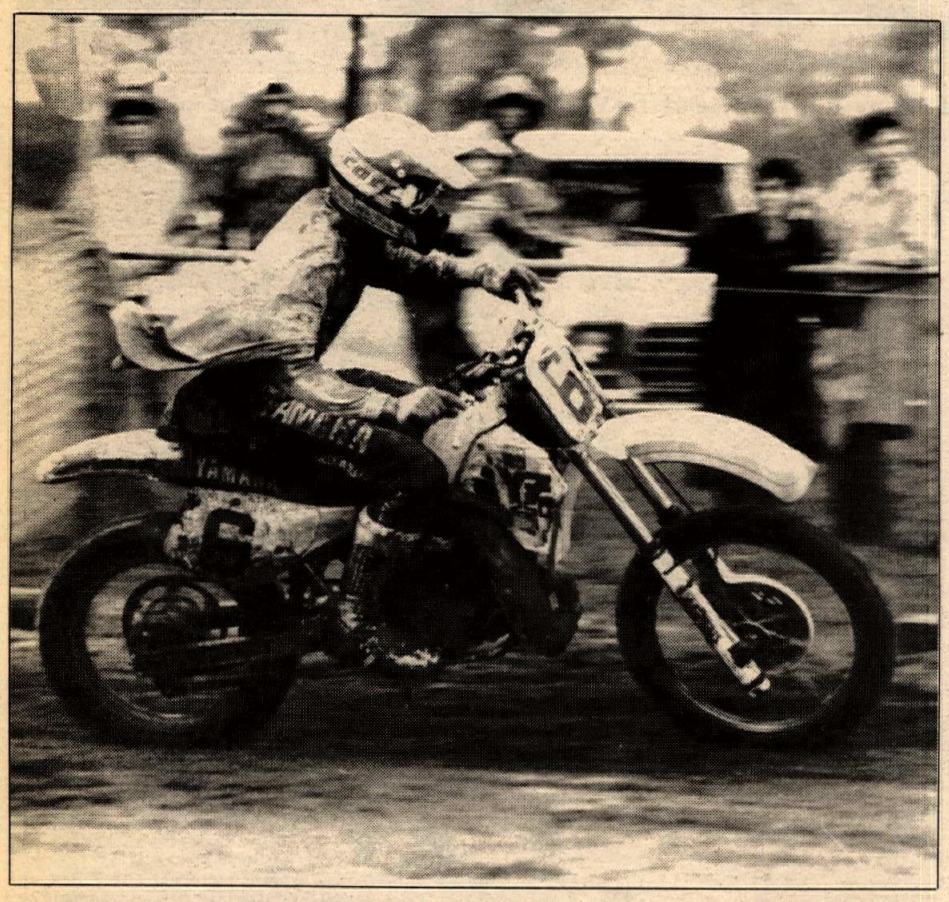
500 PRO: 1. Brian Myerscough (Hon); 2. Tommy Watts (Kaw); 3. Mike Larson (Kaw); 4. Mike Fisher (Kaw); 5. Willy Simons (Hon); 6. Frankie Brundage (Kaw); 7. Jim Ellis (Hon); 8. Gary Semics (Hon); 9. Greg Torgerson (Kaw); 10. John Ray (Hon); 11. Rob Andrews (Hon); 12. Dan Berg (Kaw); 13. Ron LaPointe (Yam); 14. Tim Cauby (Yam); 15. Dave Newell (Kaw); 16. Scott Neilsen (Hon); 17. Phil Larson (Kaw); 18. Loren Pochirowski (Hon); 19. Mark Banks (Hon); 20. Jim Spotts (Hon).

VET PRO: 1. Rex Staten (Yam); 2. Gary Semics (Hon); 3. Ken Zahrt (Hon); 4. Jim Ashley; 5. Pete Hann (Kaw); 6. Steve Rawson (Yam); 7. Bill Jamerson (Hon); 8. Jeff Thomas (Yam); 9. Mark Mangold (Hon); 10. John Baumgarner (Hon).

MINI EX: 1. Jimmy Gaddis (Suz); 2. Jeff Emig (Kaw); 3. Jimmy Button (Hon); 4. Phil Lawrence (Yam); 5. Buddy Antunez (Suz); 6. Chad Pedersen (Yam); 7. Brian Gipson (Suz); 8. Jimmy Clay (Yam); 9. Chris Neal (Kaw); 10. Tommy Clowers (Yam).



Suzuki's Bob Hannah captured the win in the 250cc class, beating Canadian Ross Pederson and Billy Liles. Hannah went 2-1 for the overall.



Keith Bowen took the 250cc first-moto win, but in the second round, Bowen was running second when his Yamaha seized.

Honda-mounted Guy Cooper (15) almost bailed in the first 125cc Pro moto. "It's a miracle I saved it," said Cooper. He finished second overall.

17th Annual Florida Winter AM MX Series: Round 2

The Hurricane strikes at Diamondback

By Mike and Anne Adair

COCOA, FL, JAN. 3-4

Suzuki's Bob "Hurricane" Hannah struck Florida with a win in the 250cc Pro class in the second round of the Winter AM Series at Diamondback Park.

Hannah, who split moto wins with Yamaha's Keith Bowen, said, "I misjudged the time in the first moto, let Bowen get away from me and finished second best. In the final moto I made sure that I didn't make that mistake again. I concentrated on a good start and made sure that I got it."

Wiseco/Pro Circuit/Hombre International-backed Fred Andrews repeated his form of a week ago with a win in the 125cc Pro class. Andrews, who shared moto wins with Guy Cooper, said, "Cooper and I had a good race in the first moto. It was pretty wild out there today."

JoJo Keller swept the 500cc Pro class for his new sponsors, Kawasaki, AXO, Scott USA and Arai, saying, "I'm feeling stronger this week, but still feel the effect of the virus that plagued me at Gatorback."

Weather was a big factor in the outcome of the Yamaha-sponsored, Beach Sportcycle-promoted, event. The black sand track at the Brevard County Off-Road Park has been described as one of the toughest courses in the country and a steady downpour added to the challenge. Promoter Tim Buffaloe said, "My brothers Rod, Scott, and I worked for weeks rebuilding the old jumps to increase the track's length and make the track right. The riders deserve a better break than this slop."

Cooper narrowly saved his opening 125cc holeshot. The Oklahoma native explained later, "I got the jump on Andrews, (Ronnie) Tichenor, (Vince) DeVane and (Carroll) Richardson but my front end let go in the high speed first turn. It's a miracle that I saved it."

Cooper's Chuck Cooper-prepped Honda held the lead through lap five with Andrews and Tichenor gaining. Andrews added, "Tichenor and I were pushing each other so hard that we gained on Cooper."

Cooper buried his front wheel in a rut and fell. As he struggled to find a muddy clutch lever, Andrews slithered by. "I thought I had it made," Andrews said. "Then a guy on the sidelines got in my way and messed me up."

Cooper reeled in the slack for the win. He later said, "It was hard chasing Andrews in the slime. I lost my goggles and he kept roosting me." Tichenor detoured off track, but reentered in time to top Barry Carsten for third.

In moto two, Andrews and Cooper held it wide open side-by-side over the tunnel jump with Cooper narrowly missing the fence. Andrews' Honda attacked the wet sand and led all the way for the win.

Cooper, who kept Tichenor at bay for second, said, "Andrews rode a good race. It's hard to beat someone who's that consistent. Suzuki/MX Fox/Scott/Dunlop-sponsored Tichenor collected third overall and remained second to Andrews in the series. Tichenor commented, "I tweaked my ankle today and it just feels good to have survived."

The 250cc shoot-out between Hannah and Bowen was the most anticipated match up of the day. Bowen, Billy Liles and Ross Pederson hit the first jump together with Hannah a length behind. Bowen broke away from the pack with a good lead with Pederson taking Liles at the end of the first lap. Hannah worked on Liles and his Randy Bruining-prepped Suzuki moved into third on lap three. Hannah picked off Pederson next, but couldn't close on Bowen. Hannah explained, "I tried to take my time and pick off a guy a lap, to save my goggles. I waited too long and Bowen was out of reach."

Bowen commented, after taking the moto win, "Some guys are complaining about the rain, but I think this track gets better when it rains. The dry sand is sticky and grabs at your front wheel."

In moto two, Hannah, Scooter Stafford, Jeff Hicks and Pederson battled for the lead. Hannah said later, "I thought the Yamaha was Bowen, not Pederson. I berserked it on the section after the jump and cleared all three whoops." Hannah opened a good lead with Pederson, Hicks, Bowen and Liles in pursuit. Bowen sliced through the wet sand, bumping Pederson from second, but Hannah appeared to savor the gooey going.

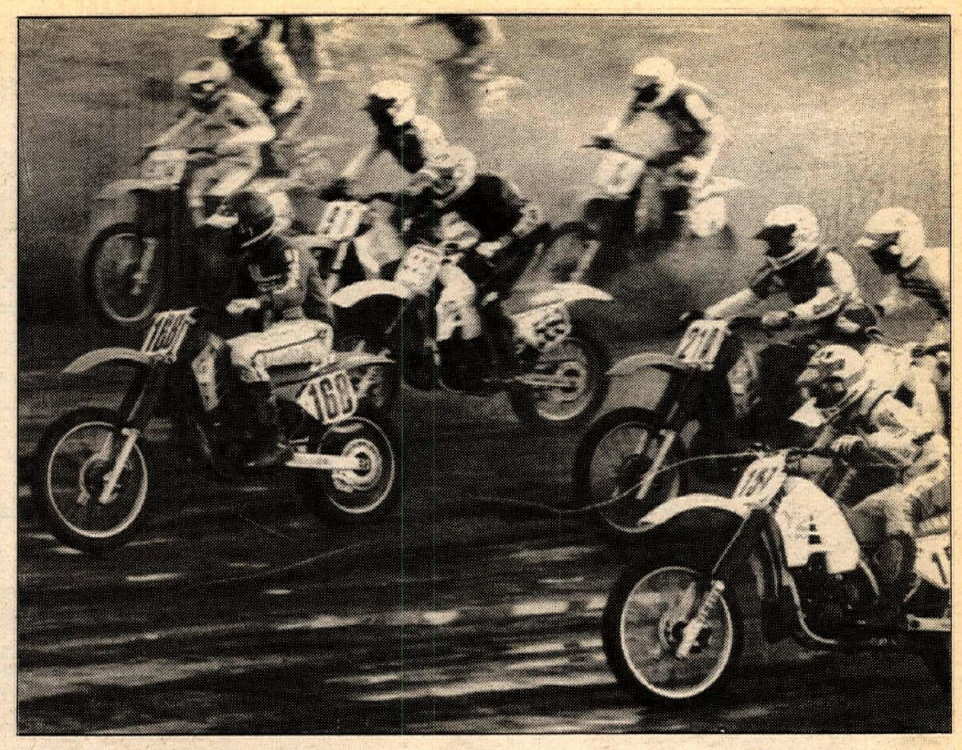
Bowen's Yamaha then rolled to a stop, the disappointed charger saying, "I wanted it bad, but the engine just blew up and that ended it."

Yamaha of Canada/Answer/Silkolene-sponsored Pederson held the number two spot taking second overall with Joe Waddington picking his way back from eighth to finish third.

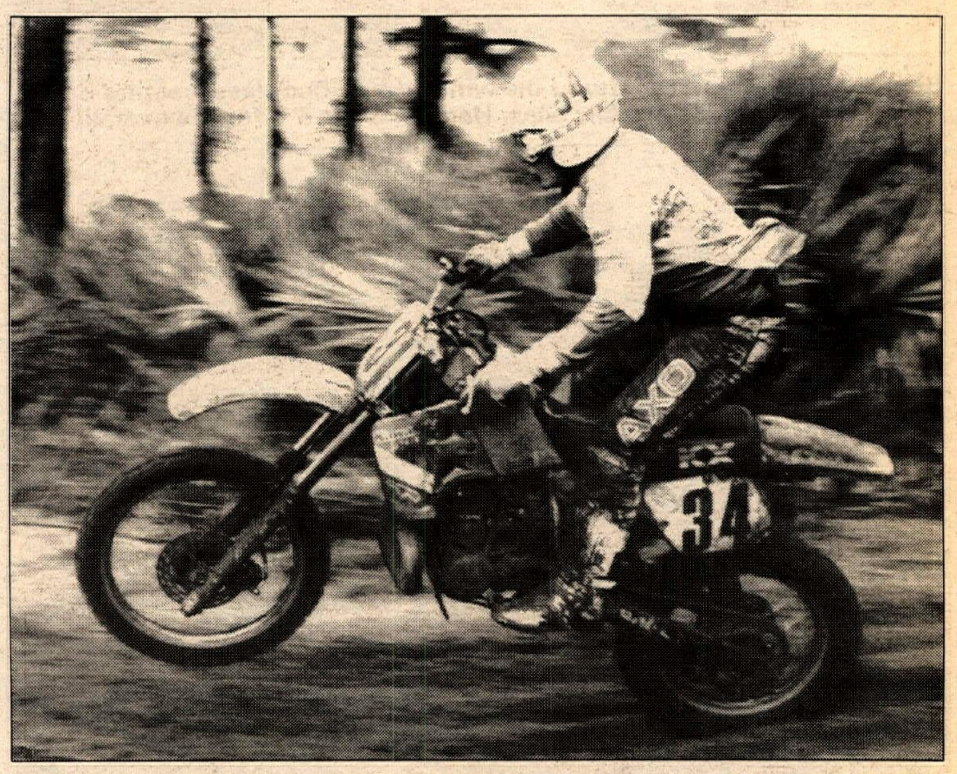
The 500cc class leader Jeff Stanton was absent at the second round. Yamaha Racing Department's Larry Griffiths explained, "Jeff injured his knee in practice Friday. He has flown home to his doctor in Michigan for micro surgery.

Keller beat John Collins, Ted Van Nest and Jim Kapitan to the first turn and steadily opened a lead that would never be challenged for the win.

Fred Andrews and his Honda traded moto wins with Cooper in the 125cc Pro class and wound up with the victory. It's his second win in a row.



Jon McCabe (168) grabs the holeshot at the start of the 250cc A class. Mike Larocco (559) captured the class win.



Kawasaki rider JoJo Keller swept both 500cc Pro motos for the overall. Jim Kapitan and David McLean finished second and third.

"JoJo loves this track," said his mechanic Graham Barber. "The rougher the better for JoJo."

T and D Yamaha-backed Collins dialed into the number two spot and held off David McLean and Kapitan. "Keller had this track wired," Collins said. "I couldn't begin to catch him."

Keller roosted away again in moto two leaving the best duel between Collins, McLean and Kapitan. Collins held off a persistent McLean until the pair tried different lines in a sweeper. McLean got ahead and Collins flipped over his adversaries' rear wheel. Collins' bike hesitated on the restart and he fell back to seventh place. Van Nest wrested second from McLean with three laps to go to clinch number two overall.

Keller praised his bike at the finish, "I just love this big Kawie," he said. "I wanted the holeshot bad. In these conditions, passing can eat up your goggles. The big motor pulled hard and gave the start and it was easy after that."

Amateur

Upsets were the order of business in the Amateur ranks as opening day series leads toppled like dominos. Michigan's Mike Larocco and Florida's Edmond Swearingen earned double wins. Larocco won the 125 and 250cc A classes aboard his Gear/Scott USA/Larocco Cycle Yamaha. TF/Kawasaki of Lake Wales-supported Swearingen whipped the 250cc and 500cc B field.

Jay Mann sorted out the first lap of 125cc A action with Harold Mathews, Dale Spangler, Kenny Kizzar and Greg Bowen in good shape. Larocco went down in the second turn, picked up his bike and was soon in the hunt. "I caught up to Mann and passed him on the big hill in the back for the win," Larocco said.

Moto two featured Kizzar at the point with Carl Vaillancourt and Justin Oho on his heels. Larocco, meanwhile, was near the back. He needed only four laps, however, to bump Kizzar from the first place perch. "I had to watch out for Bowen," Larocco said. "We are travelling together this winter and he was right behind me for second."

Team Green/Scott/Kal-Gard-sponsored Dale Spangler ripped both 250cc A holeshots, but had to settle for second as the moto wins went to David Kelley and Larocco. Kizzar lost the lead in the first moto when he wasn't given a flag and hit a downed rider.

Series leader Kelly crashed in the first turn of the final moto, but rallied for third overall. Larocco passed Bowen over the tunnel jump for the lead and put in another impressive ride for his second overall win.

Gatorback 500cc A winner, Mike Stahman, passed Jon McCabe's seized Honda and his JT/Scott/Kal-Gard-supported Yamaha dominated the race until the final lap.

"The bike was working well, but I messed up and fell near the end," Stahman said.

Kawasaki's Mike Bremer topped Bob Sorensen and Rick Lindell for the moto win, but was injured in 250cc action and was unable to appear in moto two.

Andy Michner romped from the sixth place spot to win the final moto, but the dramatics were between Lindell and Sorensen for the overall. Sorensen's Sommersett Cycle KTM moved past Lindell to score the overall. "This is my kind of track. I love foul weather," said the New Jersey rider.

In 125cc B action, Damon Bradshaw and John Kitsch resumed their battle. Bradshaw sprained his wrist, however, and Kitsch took the first moto and looked like a natural in the second go, until a lapper took him out. David Beckington's Larocco/Dynamics/Precision Fabricating Honda took advantage of a solid ride to earn the overall win.

In the 7-11 division Joshua Latina added two more 65cc motos to his tally and Timmy Ferry upset Chris Brown and Ezra Lusk with a sweep in 85cc motos. "Honda awarded me a support ride," Ferry said. "I can't believe how quickly I could win with it." Kawasaki/Barr-supported Kitsch aced the 85cc 12-15 field to pass an injured Bradshaw in the standings.

Fred Vertucci and Bruce Buerck ganged up on Robby Neeley and claimed the 25 plus and Senior class honors. •

Results

125 PRO: 1. Fred Andrews (Hon); 2. Guy Cooper (Hon); 3. Ronnie Tichenor (Suz).

250 PRO: 1. Bob Hannah (Suz); 2. Ross Pederson (Yam); 3. Billy Liles (Kaw).

OPEN PRO: 1. JoJo Keller (Kaw); 2. Jim Kapitan (Hon); 3. David McLean (Hon).

125 A: 1. Mike LaRocco (Yam); 2. Greg Bowen (Hon); 3. Kenny Kizzar (Yam).

250 A: 1. Mike LaRocco (Yam); 2. Dale Spangler (Kaw); 3. David Kelley (Yam).

OPEN A: 1. Bob Sorenson (KTM); 2. Rick Lindell (Yam); 3. Mike Stahlman (Yam).

125 B: 1. David Beckington (Hon); 2. Jim Kolman (Hon); 3. Brian Fern (Yam).

250 B: 1. Edmund Swearingen (Kaw); 2. Tim Demardis (Hon); 3. Lemar Leggett (Hon).

OPEN B: 1. Edmund Swearingen (Kaw); 2. Jeff Puterbaugh (Yam); 3. Gene Burgeron (Hon).

65 7-11: 1. Joshua Latina (Kaw); 2. Richie Horton (Kaw); 3. Ribbie Horton (Kaw).

85 7-11: 1. Tim Ferry (Hon); 2. Chris Brown (Kaw); 3. Ezra Lusk (Kaw).

85 12-15: 1. John Kitsch (Kaw); 2. Jason Schultz (Kaw); 3. Darrell Youngblood (Yam).

25+: 1. Bruce Buerk (Hon); 2. Rick Lindell (Yam); 3. Kevin Seidel (Yam).

SR 30-35: 1. Fred Vertucci (Hon); 2. Robby Neeley (Kaw); 3. Brian Evans (M-S).

SR 36+: 1. Dave Curry (Kaw); 2. Kenny Brown (Yam); 3. Bill Lehto (Hon).

125 C: 1. Sean Smeltzer (Yam); 2. Dave Curry (Yam); 3. Jack Steele (Hon).

250 C: 1. David Curry (Kaw); 2. Brad Jimison (Yam); 3. Jon Grant (Yam).

POINTS STANDINGS

85 7-11 #1: 1. Ezra Lusk (20); 2. Timothy Ferry (19); 3. Patrick Slate (18); 4. Chris Brown (17); 5. Justin Jarrett (16); 6. Billy Cantrell (15); 7. Kevin Windham (14); 8. Ryan Reynolds (13); 9. Steven Eller (12); 10. Edward Ray (11).

85 12-15 #2: 1. Damon Bradshaw (20); 2. John Kitsch (19); 3. Mike Brown (18); 4. Justin Jackson (17); 5. Daryl Youngblood (16); 6. Ernest Millan (15); 7. Eric McLear (14); 8. Bryan Smith (13); 9. Tony Young (12); 10. Adam Smith (11).

125 B #3: 1. Damon Bradshaw (20); 2. David Beckington (19); 3. Keith Epps (18); 4. Stevie Childress (17); 5. Chuck Bell (16); 6. Brian Fern (15); 7. Danny Zullo (14); 8. Hank Moree (13); 9. Tim Kolman (12); 10. Gene Naumec (11).

125 C #4: 1. Kenneth Hempen (20); 2. Darren Venditti (19); 3. Sean Smeltzer (18); 4. William Loihle (17); 5. Lester Drake (16); 6. Max Sysk (15); 7. Russell Grater (14); 8. Mike Taylor (13); 9. David Johnson (12); 10. Larry Perry (11).

250 B #5: 1. Stevie Childress (20); 2. Edmund Swearingen (19); 3. Tim Denardis (18); 4. Jeff Puterbaugh (17); 5. Keith English (16); 6. Bryan Jermgen (15); 7. Glen Myatt (14); 8. Phil Hess (13); 9. Robert Huston (12); 10. Randy Hooks (11).

250 C #6: 1. Donald Volkman (20); 2. Kenneth Hempen (19); 3. Lester Drake (18); 4. Don Matteson (17); 5. William Watkins (16); 6. Jim Grenwald (15); 7. Greg Hembree (14); 8. Bobby Biederman (13); 9. Kevin Poole (12); 10. Steve Kieslen (11).

OPEN NOV #7: 1. Jeff Puterbaugh (20); 2. Rodney Orr (19); 3. Jeff Steinrock (18); 4. Roger Moore (17); 5. Robert Huston (16); 6. Rick Perry (15); 7. Thomas Potts (14); 8. Daniel Crawford (13); 9. Eric Stemler (12); 10. Edmund Swearingen (11).

SRS 30-35 #8: 1. Robert Neeley (20); 2. Fred Vertucci (19); 3. Brian Evans (18); 4. Kevin Poole (17); 5. Joseph Bruer (16); 6. Donald Leddy (15); 7. David Clemence (14); 8. Tollie Bass (13); 9. Don Mathieson (12); 10. A.C. Bruce (11).

SRS +36 #8: 1. Phil Hess (20); 2. Dave Curry (19); 3. Kenneth Brown (18); 4. Dennis Davis (17); 5. George Singler (16); 6. Bobby Bishop (15); 7. Gil Blevins (14); 8. George Denke (13); 9. Craig Burfield (12); 10. Charles Lehing (11).

125 PRO #16: 1. Fred Andrews (20); 2. Ronnie Tichenor (19); 3. Chris Coleman (18); 4. Guy Cooper (17). 5. Vince DeVane (16); 6. Alley Semar (15); 7. Mark Melton (14); 8. Jeff Frisz (13); 9. Kenneth Bollmeier (12); 10. Clay Hoenshell (11).

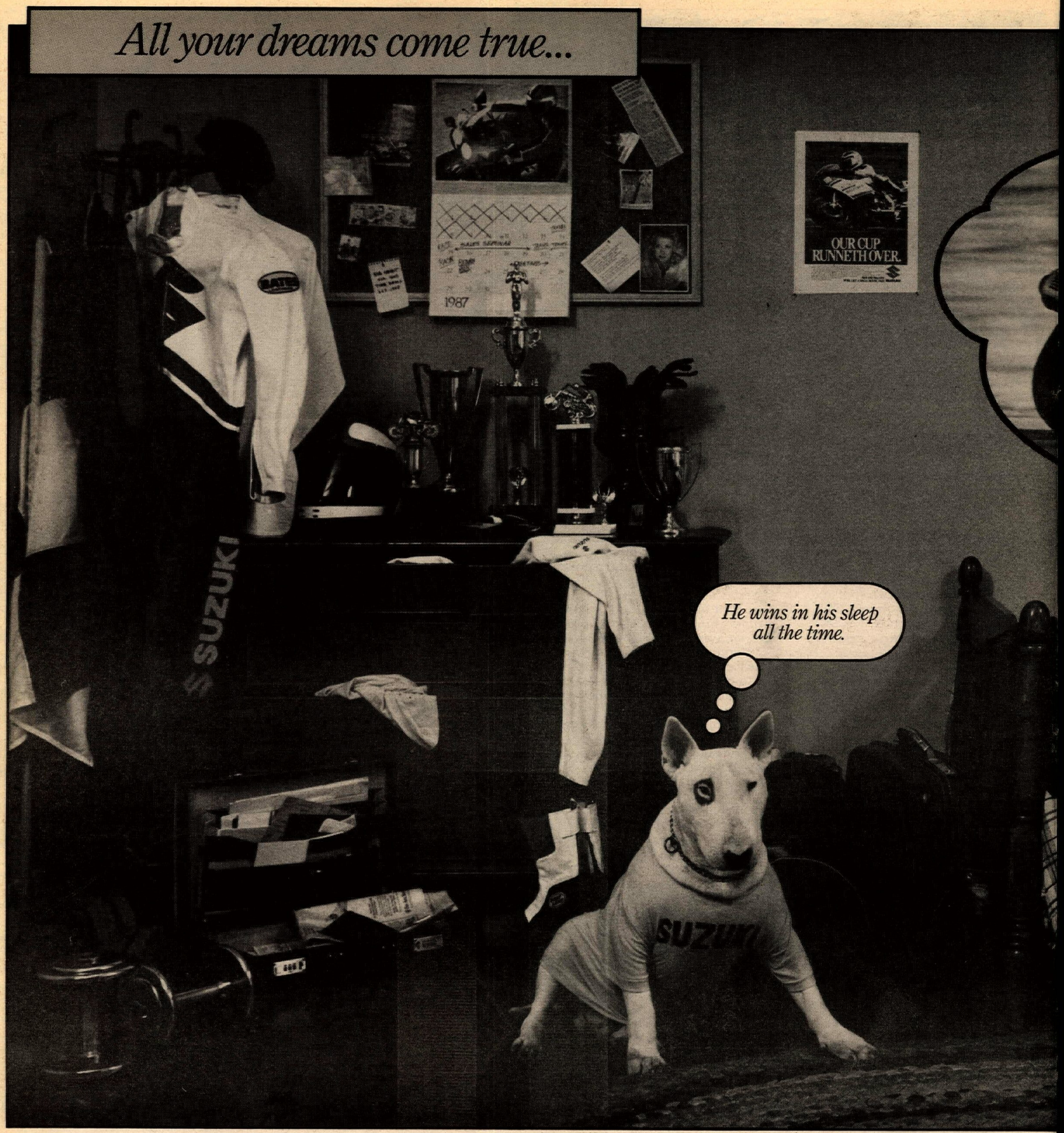
250 PRO #17: 1. Keith Bowen (20); 2. Bob Hannah (19); 3. Jeff Stanton (18); 4. Bill Liles (17); 5. Joe Waddington (16); 6. Scooter Stafford (15); 7. John Reinholt (14); 8. Ross Pederson (13); 9. Kenny Keylon (12); 10. Alan King (11).

OPEN PRO #18: 1. Jeff Stanton (20); 2. David McLean (19); 3. Kevin Foley (18); 4. John Collins (17); 5. Jim Kapitan (16); 6. Tim Coombs (15); 7. JoJo Keller (14); 8. Scott McClain (13); 9. Ted VanNest (12); 10. Shane Crew (11).

125 A #12: 1. Bobby Mann (20); 2. Kenny Kizzar (19); 3. Mike LaRocco (18); 4. Gary Gallway (17); 5. Keith Johnson (16); 6. Tommy Rios (15); 7. Carl Vallancourt (14); 8. Billy Abel (13); 9. Justin Otto (12); 10. Paul Cornell (11).

250 A #13: 1. David Kelley (20); 2. Jon McCabe (19); 3. Kenny Kizzar (18); 4. Greg Bowen (17); 5. Mike LaRocco (16); 6. Carl Vallancourt (15); 7. Matthew Crown (14); 8. Toby Harris (13); 9. Jack Ellison (12); 10. Bill Wallin (11).

OPEN A #14: 1. Michael Stahlman (20); 2. Jon McCabe (19); 3. David Moegle (18); 4. Robert Neeley (17); 5. Earl May (16); 6. Mike Bremer (15); 7. Tim Ealy (14); 8. Rick Lindell (13); 9. Andy Michner (12); 10. Bill Wallin (11).



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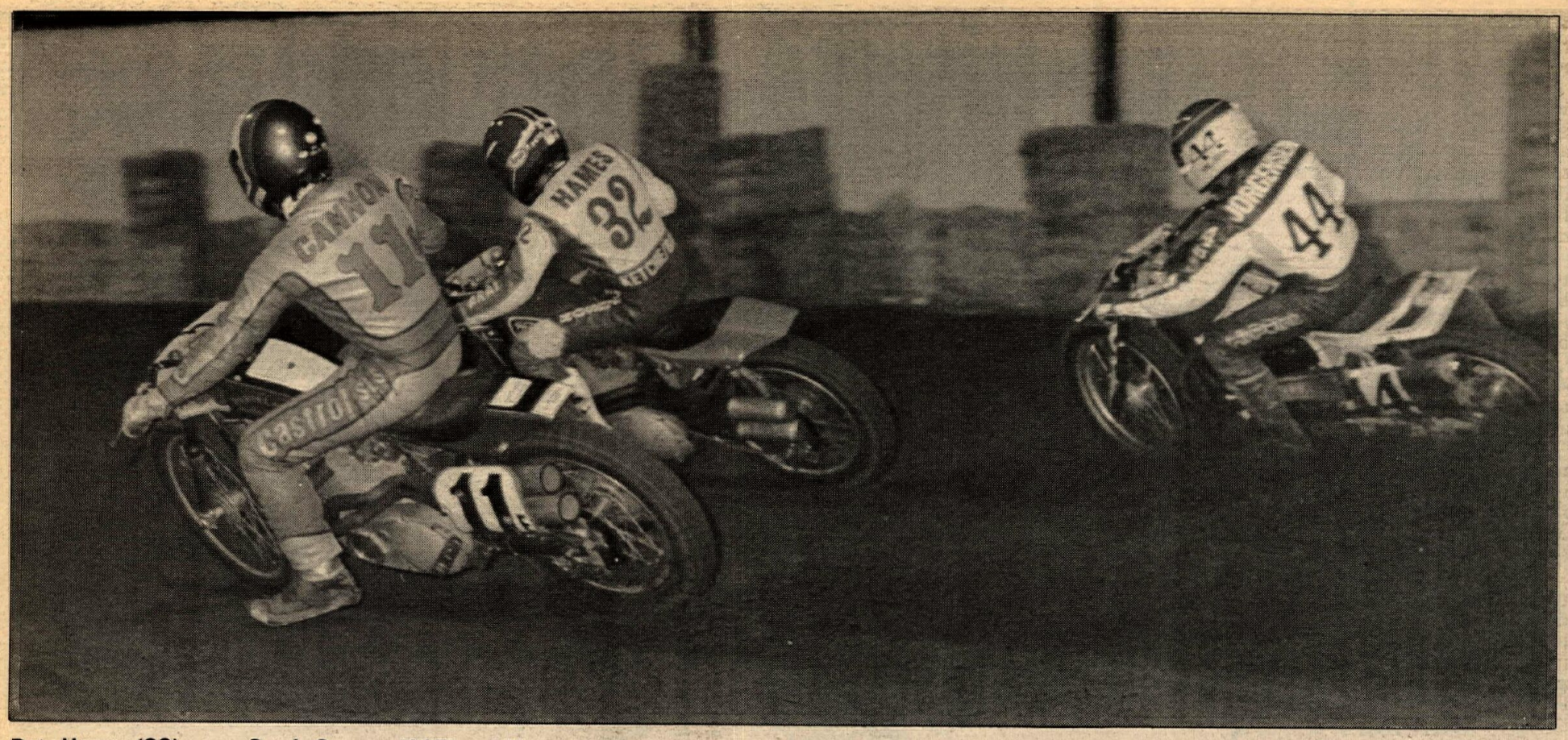
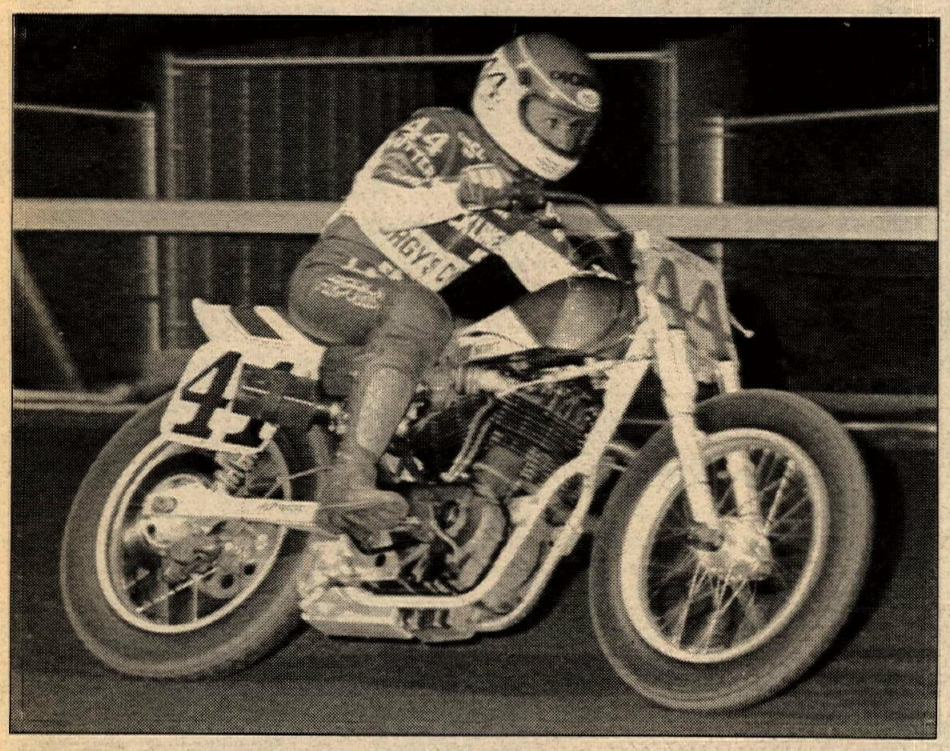


Pete Hames (32) paces Curtis Cannon (11E) and Alex Jorgensen at the start of Pomona's final. Jorgensen passed the duo to take the win.



Jorgensen exits turn four during the feature race, riding the cushion on the 5/8-mile horse track at Los Angeles County Fairgrounds.

First-year Junior Steve Azeltine (22T) leads 1986 Junior champ Bryan McDowell during the Junior main; Azeltine won, McDowell crashed.

Jorgy jets at Pomona HM

By Farren Williams
Photos By Mitch Friedman

POMONA, CA, JAN. 10

Veteran Camel Pro contender Alex "Jorgy" Jorgensen battled fiercely with heat race winners Pete Hames and Curtis Cannon before finally claiming the 15-lap Expert main event at the Suzuki/Mike Kidd Promotions Pomona Half Mile, held before 3616 fans on the 5/8-mile oval at Los Angeles County Fairgrounds. The event was held in conjuction with the Nissan Great American Motorcycle and ATV show.

Honda-mounted Jorgensen took the lead from Hames on lap three and never looked back, leaving Hames to do second-place battle with Harley-mounted Cannon. Cannon traded second with Hames for much of the race and took over the runner-up position for good on lap 14 when the veteran dirt tracker lost the brakes on his Dodge Brothers Racing Harley-Davidson.

Jorgensen had pulled way out in front of the Hames/Cannon battle by lap 10, but an aggressively-riding Hames — with Cannon in tow — began closing the gap by lap 13, only to lose his rear binders on the next go-around.

"I thought I was going to reel him in, but my brake broke about the next-to-last lap," Hames said. "From that point on it was just hold on and hope to finish. I'm just glad I finished third."

Texan Terry Poovey, the only non-California to finish in the top five, took the distant fourth-place spot, crossing the line just ahead of Fresno's Don Howard. Rounding out the top 10 were Michigan's Brian Atherton, Mike Interbitzin, Darin Balderston of Arizona, Roger Thompson and Chad Felicio.

Jorgensen served notice from the beginning that he would be the man to beat by becoming the only rider during Expert qualifying to break the 30-second barrior. Jorgy's fast qualifying time on the over-sized 5/8-mile oval stopped the clock at 29.411 seconds.

Felicio qualified second fastest with a 30.183 time, and Poovey, who was riding a borrowed Harley-Davidson, filled out the top three positions when he stopped the timers at 30.188 seconds. Cannon was fourth fastest with a time of 30.533, and Howard was fifth fastest with a 30.557 circuit; Hames had no official time due to mechanical difficulties, but since there were only 11 experts on hand he automatically made the main event.

Cannon just managed to win the first five-lap Expert heat over Jorgensen, while Hames bested runner-up Roger Thompson in the heat two, after second place Felicio dropped out of the race with an ailing Wood/Rotax.

Hames nabbed the holeshot at the start of the Expert main, and traded the top spot with Jorgensen for the first couple of laps. Jorgensen pulled away on lap three, leaving Hames and Cannon to argue over second, then set a hot pace until a few laps from the finish.

"I tried to slow it down a bit near the end," Jorgensen said. "I would go high, run in the deep stuff, and square the corner. They (Cannon and Hames) definitely had me worried the whole time. When they're running that close, you're always worried about them."

Cannon, who was elated with his second place effort, credited his performance to not giving up.

"I know they have a lot more experience and I knew I just had to hang in there with them," said Cannon, who admitted he had some problems. "I couldn't see. I had lost all my tear-offs by the fourth lap, and to make matters worse my throttle grip was slipping off and I couldn't keep it on the gas. I tried to keep my hands on the handlebars and every now and then wipe my face shield. Jorgy would get in front of me and when all that spray hit me I would have to slow down."

"All that spray," was produced from a cushion track surface that had been a quagmire before the event. The track had been so wet that promoter Kidd hired two helicopters — at a cost of $400 an hour each — and had them hover over the track for two days to dry it out. The result was an almost perfect cushion, but the track

tended to develop ruts and holes in the faster lines; the bumps caused racers problems all night long.

"At the end I started remembering where the bumps and holes were and started squaring them and going around," said Jorgensen. "Coming out of turn two I almost put my handlebars on the rail trying to miss the hole that Pete (Hames) almost went down in."

"Coming out of turn two you had to take the very inside to miss the bumps," Cannon agreed. "And in turns three and four there were a bunch of whoops right in the middle."

During the Junior main event, the stutter bumps in turns three and four took their toll on 1986 Junior National Champion Bryan McDowell.

Semi-winner McDowell was running second on lap six of the Junior main, fighting for the lead with heat race winner and first-year Junior Steve Azeltine. McDowell lost the front end of his Harley going into turn three and flew through the hay bales and into the wall. His tumbling motorcycle missed McDowell, but he remained motionless for several minutes before finally stepping into the ambulance under his own power. Race announcer Larry Huffman later reported that McDowell was not seriously injured.

Harley-mounted Azeltine, who hails from Aldergrove, British Columbia, reclaimed the top spot during the single-file restart and powered away to win the main event over heat race winner Anthony Holesclaw, McDowell's brother Bobby, heat-race winner James Harrell and Ken King. Finishing in slots six through nine were Kit Farley of Salt Lake City, Utah, Craig Howard, John Lundgren and Kevin Todd. McDowell, who did not complete the race, was the official 10th place finisher.

Junior standout Brian Villella of Michigan was on hand for the Pomona event, but failed to qualify for the 12-lap main when his bike's engine went sour during the first Junior heat. Villella dropped out of the heat on lap three with his engine smoking badly.

During the same heat race, Yamaha-mounted John Penner of Hesperia, California, crashed in turn three and was transported by ambulance to a nearby hospital. He was not injured seriously and returned to the track before the end of the event, according to a spokesman for Great American Media.

Shortly after the start of the 10-lap Pro/Am final, the race turned into a spread-out, follow-the-leader affair with heat-race winner Darell Davis of Bremerton, Washington taking the point position and holding it all the way to the checkered flag.

He was followed home in the uneventful race by Todd Adams, Kris Kiser, who won the second Pro/Am heat, Todd Bridges, who had earlier claimed the Pro/Am semi, and Mike McDonnell. Rounding out the top 10 were Sean Plymale, Warren, Oregon's Rex Fisher, George Cooper, Ron Sheets — who won the third Pro/Am heat and led the initial start of the final before being red flagged and relegated to the penalty line — and Tim Long.

Results

15-LAP EX: 1. Alex Jorgensen (Hon); 2. Curtis Cannon (H-D); 3. Pete Hames (H-D); 4. Terry Poovey (H-D); 5. Don Howard (H-D); 6. Brian Atherton (W-R); 7. Mike Interbitzin (H-D); 8. Darin Balderston (H-D); 9. Roger Thompson (H-D); 10. Chad Felicio (W-R); 11. Daniel McDonnell (Hon).

12-LAP JR: 1. Steve Azeltine (H-D); 2. Anthony Holdsclaw (Rtx); 3. Bobby McDowell (Hon); 4. James Harrell (W-R); 5. Ken King; 6. Kit Farley; 7. Craig Howard (Hon); 8. John Lundgren (Rtx); 9. Kevin Todd (H-D); 10. Bryan McDowell (H-D); 11. Ken Barrow; 12. Rob Hassey (Rtx).

10-LAP PRO/AM: 1. Darell Davis; 2. Todd Adams; 3. Kris Kiser (Hon); 4. Todd Bridges; 5. Mike McDonnell; 6. Sean Plymale; 7. Rex Fisher; 8. George Cooper; 9. Ron Sheets (Rtx); 10. Tim Long (Yam).

Hannah, Andrews shine in Florida downpour.

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Husqvarna rider Garth Sweetland topped the Whiskey Pete's Hare and Hound and collected all of the $3850 purse.

Sweetland tops Whiskey Pete's

By Anne and Tom Van Beveren
Photos by Tom Van Beveren

LAS VEGAS, NV, JAN. 10

Team Husky's Garth Sweetland overcame a field of the nation's top desert racers and some of the toughest terrain in Nevada to win the richest desert race ever held for motorcycles in the United States.

With $35,000 in prize money up for grabs, this year's Whiskey Pete's Nissan World Championship Hare and Hound attracted all of the top names in desert racing and saw some of the fiercest competition in desert racing history.

But it took Sweetland's clear head and consistent riding style to conquer the tough, 150-mile course that sidelined many of the race's top contenders, bringing his brand-new 430 Husky home at the head of the field to take the $3850 prize for first overall.

Twenty-one-year-old Sweetland, who is from Phoenix, Arizona, and finished second to Husky teammate Dan Smith in last year's championship event, was thrilled with his victory.

"It feels great to win this one," Sweetland said at the finish line outside Whiskey Pete's Casino. "This is always a great race, and one of the most challenging races of the year. It's a very important win for me."

This was the fourth running of the annual championship event sponsored by Gary and Greg Primm, owners of Whiskey Pete's Casino. This year's event was co-sponsored by Nissan Motor Company with support from Duralube Oil, Cagiva North America, and U.S. Suzuki. The race was also the first even in a three-race series to be known as the Triple Crown of Desert Racing, organized by Casey Folk's "Best in the Desert" team.

Over 200 riders from a total of 16 states signed up for the running of the event, and the entry list read like a who's who of desert racing.

Team Husky was out in force with top riders Larry Roeseler and Sweetland, and the newly-signed Open class rider Paul Krause, who is best known for winning District 37's number one plate in the 250cc class for the 1987 season. Husky ace Dan Smith, winner of last year's event, was also present but was unable to race because of wrist injuries received in a crash at the recent SCORE Baja 1000.

Cagiva 125 pilot Duane Summers was back to try for his fourth class win at the championship event, along with fellow ISDE competitors Jeff Miller, Reed Bright and Barry Higgins. B-to-V champ Cliff Thomas was out to try his luck, as were new 125 holeshot Eric Hallgath, "Mr. Husky" Dick Burleson, and Utah legends Preston and Shawn Gerber.

The list went on and on, and even included one foreign entry — from eight-time ISDE gold medalist and Italian national hero Angelo Signorelli, who made his first trip to the U.S. to compete in the event.

Grand Marshal for the event was well-known motorcycle racer Jack Johnson, who is now behind the wheel of a truck as part of the Nissan factory racing team. The Governor of Nevada, Richard Bryan, returned for his third year as the race's official starter.

The banner dropped for the start promptly at nine a.m. and the wave of Open class riders swept off the line towards the smoke bomb. Southern California's Curt Crandall got the start of a lifetime and was out in front by about five seconds as the field swept past the bomb and picked up the pink-ribboned trail.

Race day was cold and crisp, and rain the week before had left the course dust-free with maximum traction. Crandall made the most of the perfect conditions, pouring on the power as he headed out into the first loop, but the recent rain also proved his undoing. About 200 yards past the bomb, the leader hit a patch of ice on the edge of the "ex-"dry lake bed and went down hard.

"I'd been warned about the ice, but I'd never been right up at the front before and I was a bit excited," said Crandall (KTM). "The bike hit the ice and slid out and I cartwheeled. I tried to stick it out after that, but I fell off the pace. The bike was bent and I wasn't feeling too well, so I ended up dropping out after two loops."

Crandall's spectacular crash was repeated and perfected in the 250cc start by Mike Baker. Baker's Yamaha was running third at the bomb, but hit the same patch of ice. "It was impressive," said Baker of his crash. "I went one way, then the other, than I cartwheeled. I was on my knees, looking around for the bike when it came down — right in front of me!" A badly tweaked wrist put Baker out of the running.

With Crandall sidelined, the Open class lead was taken over by Carlos Serrano, with Ted Hunnicutt, Derrick Paiement and Kurt Sofka hard on his heels. Idaho's Dan Huskey and Las Vegas' Mark Morris were fighting it out for the early lead in the 250cc class, with Duane Summers and Eric Hallgath running neck-'n'-neck out in front of the 125s.

The close battle in the 125cc class was soon over as the wide-open terrain of loop one's early running claimed its first victim. As Duane Summers explained, "Eric (Hallgath) and I changed the lead about eight times. We were just going way too fast so I dropped back hoping to slow down the pace, but Eric kept going and hit a ditch wide open and did a huge endo." Hallgath made it back to the start line but was later taken to a local hospital.

The fast terrain was soon over and the 42-mile first loop headed into the mountains, where riders went head-to-head with Nevada's infamous rocky terrain and saw the first of the snow on the course.

Serrano lost the lead just over halfway around the loop after reportedly seizing, Husky's Roeseler wasted a lot of time with a broken chain, and fellow Husky hopeful Paul Krause ran out of gas heading into the first pit. Loop one knocked Ted Hunnicutt out of the running when he hit an icy patch and ploughed into a tree, and also saw the first in a long line of mechanical problems for Summers when his clutch lever snapped off "for no reason at all" just as he started into the rocky uphills.

When the riders came out of the mountains and headed for the first pit after almost an hour and a half of racing, Ron Naylor — the factory Can-Am pilot from Central Valley, California — had recovered from a mediocre start and was out in front, with a one-minute lead over top southern Nevada motocrosser Kevin Steele (ATK).

Oregon's Rick Bozarth (Hus) was pushing hard in third overall, with Dan Ashcraft (now piloting an XR600 Honda), Arizona's Jeff Darland and Garth Sweetland hard on his heels.

Tom Kelly came out of loop one with the lead in the 250cc class (23rd overall), but missed his pit and slipped back to fifth going out into loop two, giving the 250 lead back to the hard charging Ed Lojak from Pennsylvania, who had been out in front at the loop's halfway point. Grant Palenske was second in the 250 division going into the first pit, with Charlie Morris Jr. pushing hard in third, just ahead of Italian entry Angelo Signorelli (KTM).

In 46th overall, and still in front of the 125cc class despite losing his clutch lever and riding most of the first loop on a rear flat, was Summers with fellow-Cagiva rider Bryan Folks of Las Vegas just over a minute behind in second. John Braasch and Idaho's Jeff Miller were locked in a battle for third.

Loop one saw a great battle in the Over 30 division, with a trio of Yamaha riders — Mike "Sizzlin'" Sixbery, Scot Harden and Idaho's Dan Lees —fighting it out in close competition for the entire 42 miles. Sixbery came out of the loop in front (64th overall), with Harden less than 30 seconds behind and another half minute back to Lees. The first Over 38 division rider out of the loop was Barry Higgins of Atlanta, Georgia, in 91st overall with Joanna Brownell leading in the Women's class.

Ron Naylor maintained his lead in the mountainous terrain of the second loop, completing the 33-mile section in just under an hour, but his lead was cut back drastically. He headed out into loop three with Jeff Darland, Ashcraft and Sweetland hard on his heels, with a short gap back to Kevin Steele.

The snow-covered third loop saw the lead change back and forth as the riders jockeyed for position and when the 37-mile section finished with a scramble down a one-trail rock hill behind the casino, Sweetland had come out on top with Darland 30 seconds behind and another minute back to Steele. Naylor disappeared during the loop and was not seen again for the rest of the race. Pushing hard to keep up with the handicap of a front flat, Ashcraft bit the dust midway through the loop and had fallen back to 24th overall as the loop drew to a close.

The Lojak/Kelly battle for first in the 250cc class continued throughout the race with the two riders disappearing into loop four only three bike lengths apart in a tussle for 11th overall. Mechanical problems and a bail-off had relegated Summers to second in the 125cc class, putting Bryan Folks into the lead (21st overall) while Sixbery had disappeared in loop two leaving the lead in the Over 30s to Harden (28th overall).

The final 42-mile loop was smooth sailing for the race leader. Sweetland had his 430 Husky wide open on the fast fire roads that made up most of the loop and could not be caught, taking the checkered flag after more than five hours in the saddle.

"That was an excellent race," said Sweetland (Husqvarna/Dirt Unlim-

"The *MOTORCYCLIST* editors are enthusiastic without *too much* seriousness."

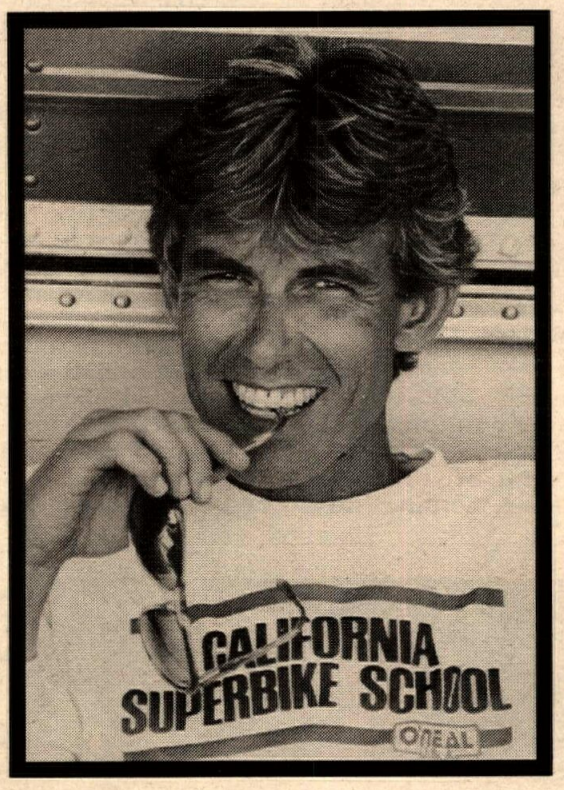
—Keith Code

Name: Keith Code

Occupation: President, California Superbike School; author of two books on high-performance riding and racing: *A Twist of the Wrist* and *The Soft Science of Road Racing Motorcycles*

Riding history: "I started in 1957 on a Harley Hummer, a little 125cc two-stroke single. When I was 15 I had a good job and the guys at Pittsburgh Cycle Center let me walk out with a brand-new Ducati for about half down and trusted me for the rest. During the long Pennsylvania winters I had plenty of time to think about the principles of riding."

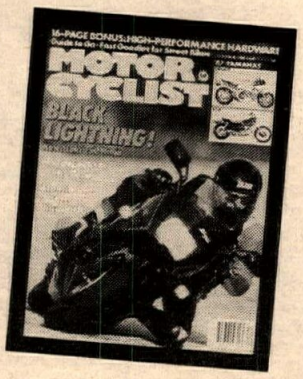
Professional background: "For me, racing was the way I found out more about riding. Even though I raced a few times when I was 16 and 17 years old, I didn't race again until I was 28. I was so intent on catching up that I decided I'd better get smart about it and learn fast. I spent more time learning than actually racing. The good part was that I was able to put together some methods to train people where they hadn't really existed before. Every other successful sport has trainers and I think I've helped to legitimize the concept in motorcycle racing. I started the school in 1980 and we've had over 12,000 students. I've also had many road racing National Champions in private training. The one-day school is taught about 40 times a year at tracks



all over the country and is the way we introduce people to the race track. Part of our job is to get people off the street and into road racing and I think we do that pretty well."

Views on teaching: "Motorcycle riding or racing is very personal. It makes each of us feel good by our own standards. No one can really say 'You're not riding right.' Of course, there are basics to riding and if you violate them, you can get into trouble. People are very passionate about their riding because it is so personal, so I keep my instruction right to the very basics that my research proves. You know, like, 'Don't use your engine as a brake, it can bend valves and lock up the wheel.' Or, 'Don't bite your girlfriend's lips, they'll swell up and she won't be able to kiss you.' That kind of stuff, basics."

Magazine: "*MOTORCYCLIST* is very satisfying to me because it reflects the personal aspect of riding with just the right blend of technical explanation. The *MOTORCYCLIST* editors are enthusiastic without *too much* seriousness. There's a certain motion to the magazine, a feeling of enthusiasm towards the changes in motorcycling that really contributes to the sport; and that's rare."



Cagiva-mounted Bryan Folks took the 125cc class win, while fellow Cagiva rider Duane Summers suffered mechanical problems.

ited/Spectro/Hallman). "Casey Folks always puts on a good race and this was one of the best. They used a lot of the same course as last year, but they ran us backwards and it looks a lot different that way.

"I didn't really have any problems during the race. Just building the bike the day before! It arrived at Las Vegas airport Friday morning (the day before the championship) still in the crate and we only got one tank of gas run through it before the race. It did the job though."

Sweetland described his start as "pretty decent. I think I was probably 15th or so off the line, and after that I just tried to ride consistently. My favorite part was loop three — probably because that's where I took the lead. Basically it was rocky and real tight — the whole course was like that.

"We had snow in the first loop and covering nearly all of loop three. I'm really glad it was cold, because even with the snow I was getting hot working so hard to stay on the bike."

Second overall went to another rider from Phoenix — 22-year-old Jeff Darland, on a 500 Honda (Sunnyslope Honda/Dirt Unlimited/Sun Valley Auto Body). "I loved it. It was a real nice course and real challenging," Darland said. "I crashed twice, but it was no big deal. I just hit rocks and fell. I had a good race going with Sweetland going into loop three. We raced down the asphalt for four or five miles and that was fun, but he got away."

Darland said it was entirely coincidental that riders from Arizona took first and second overall. "There are a few races in our area that are rocky, but nothing like Nevada," he said. "The desert at this race is totally different from what we have in Arizona, so we don't have any advantage. And riding in the snow was different. I've never ridden in snow before."

Third overall went to Steele, the 24-year-old sponsored by Whiskey Pete's, Greg Primm, EP Performs and Bud Yates Construction.

"That second loop was the roughest thing I've ever ridden," said the ATK pilot. "I stalled right at the top of Casey's Downhill and ended up rolling all the way to the bottom. But I can't complain because I did a lot of catching up in that loop."

"My front fender was taken off by a rock thrown up by Dan Ashcraft's bike, so I had mud in my face the whole second half of the race. Going across the dry lake bed the mud was all over the place!"

Fourth overall went to Don Griewe (Hus/Uptite Husky/International Motor Sports/Cycle World/Answer/Silkolene), with Brad McLeod (Scotts of Montrose/AXO/Westway Electric) close behind. Colorado's 31-year-old Terry Lin Kyle took sixth overall, and would have overalled the Vet class by 15 positions had he entered as an Over-30 rider.

The battle for top honors in the 250cc class was won by Tom Kelly, who crossed the finish line in ninth overall. Kelly's arch rival for the 250 crown Lojak, who led going into loop four, disappeared somewhere in the final section and was not among the top 50 finishers.

The 27-year-old Kelly, who was one of the few unsponsored riders at the event, describes himself as a "semi-retired" racer. "I don't do a whole lot of racing now — in fact the last time I raced was this event last year," he said. "I race this because I know it'll be tough. I love the courses here."

Kelly said he had a relatively trouble-free race. "I missed my pit at the first gas stop and lost five places going back to find it, and I fell once, but everything went well apart from that. The only thing I didn't like about the whole event was that they had too many fast fire roads in the

last loop — it was too easy!"

Grant Palenske, who finished 11th overall to take second in the 250cc division, agreed that the last loop was too fast. "I bent my pipe earlier in the race so I didn't have any top end and the guys were pulling me out on the fire roads, but overall it was an excellent course."

Third 250 went to five-time Italian enduro champion Angelo Signorelli (KTM), who also deserved the best-dressed award for his stylish hot-pink and white riding apparel that extended even to color-coordinated boots. Speaking through an interpreter, 27-year-old Signorelli said that the race was "beautiful," but said he could not believe how fast everyone left the start line. "And they went that fast all the way," he said. "I am not used to that speed."

An elated Bryan Folks powered his Cagiva to victory in the 125cc class (20th overall). "I did it — I finally won," said Folks (Cagiva North America/Whiskey Pete's/EP Performs/Sportsman Cycle/Scott). "This is my fourth year riding the event and before this the best I got was second 125. It took a long time to get here, but it was worth it.

"The race was super tough, I seized the bike right off the start, but after that it was pretty much a flawless race. The bike ran good and held up all the way no matter how tough the course got."

The second 125 home was the Coors Extra Gold-sponsored Kawasaki piloted by Jeff Miller. "The course was awesome — no dust and pure traction," said Miller, whose ride included almost 65 miles on a front flat. "There was another kid behind me and I thought he was too close to try changing the flat, so I just kept going.

"With a few more trees, the first loop would be really comparable to an ISDE qualifer," said Miller. "I think that's the part I enjoyed the most."

Cagiva's Summers, who went into the race as the only three-time winner of a class at the event, had to be content with third in the 125cc division this year. "I think I'm depressed," a disappointed Summers said. "It was mechanical problems that did it. I crashed once and lost about six places, but it was the two flats and the lost clutch lever that did it. I lost the lever in a tight rocky part of the first loop and that's what set me back. I'd get caught in traffic on the uphill and stall, and then I'd have to go all the way to the bottom and try again."

In the Over 30 class, the win went to Yamaha pilot Harden (21st overall), with Kem Park (Hus), last year's Over 30 winner, taking second in 27th overall.

Harden said his start left a lot to be desired. "I was quick enough off the line, but I hit a slick spot just past the bomb and went down wide open. I slid about 100 feet on my back and bent the shift lever in. I had to go back to the truck to get a crescent wrench to fix it before I could start, so I lost a lot of time."

Park, an ex-Baja 1000 class champion sponsored by Cycle Service/Bill Dehl/ND Spark Plugs/Grand Sport Tires/Pacific Racing and Malcolm Smith Products, also had trouble getting going in the early stages of the race. "I got up into about second in class in loop one, but then all of a sudden everyone passed me. I was just riding too slow. I felt like an old lady up there in the snow — I was just dogging it. But things started to come together a bit better later in the race."

Third Over 30 finisher was Dan Lees of Idaho (Hi-Point/Omega Product) on a Yamaha.

It was a wire-to-wire victory for Barry Higgins in the Over 38 class. Higgins finished in 51st overall — and beat out second place finisher Dick Burleson by less than one minute. Higgins (H&H KTM/Husqvarna/KTM America) said: "Everybody talked about this race and said it's the best desert race around, so I came out to try it out last year. Everyone was right then, and this year it was even better! The course was great, and it wasn't nearly as dusty. I hate that damn dust."

Winner of numerous National enduro championship titles, Husky's Dick Burleson had to be content with second place behind Higgins. "He has more grey hair than me — I guess I need to get some more to be competitive," Burleson joked at the finish line. "I blew it in the beginning by wearing a heavy coat, that was a bit much and slowed me down, but I got rid of that when I pitted and things were fine from then on. I like the stuff up in the mountains — that's fun."

The third Over 38 rider home was Utah's Preston Gerber (KTM/Utah Sports Cycle/Competition Product). "That was great," Gerber said. "Casey Folks did the best job he's ever done."

The win in the Women's class went to last year's champ Joanna Brownell of Newhall, California (Kal-Gard/Van Nuys Husky/AXO). Brownell, who works as a police officer for the Los Angeles Police Department, said her race got off to a flying start. "I started with the men and was in fourth going past the bomb. I kept saying to myself, 'What am I doing up here?' The course was excellent, but it was so bumpy that you couldn't sit down at all. But that was fine for me — I hit a rock, jumped off the bike and ended up sliding into a cactus. I've got so much cactus in my backside I couldn't sit down anyway!"

Other winners at the championship event included the pit crew for Vancouver, Washington rider, Dan Harte. Harte's crew wrenched and sprinted its way to victory in the Duralube Pit Stop Challenge, and went home $500 richer for their efforts, compliments of Duralube.

Best in the Desert race organizers rounded out a perfect day's racing by serving a complimentary dinner to all of the race-goers after the event. "We call ourselves the Best in the Desert, and we really want to be the best," Casey Folks explained. "We want to have quality, professional world-class events that riders can look forward to and we won't settle for any less." •

Unofficial Results

OVERALL: 1. Garth Sweetland (Hus); 2. Jeff Darland (Hon); 3. Kevin Steele (ATK); 4. Don Griewe (Hus); 5. Brad McLeod (Hon); 6. Terry Lin Kyle (Hus); 7. Kurt Sofka (Kaw); 8. Shawn Gerber (Cag); 9. Tom Kelly (Yam); 10. Paul Ostbo (Hon); 11. Grant Palenske (Hon); 12. John Nielsen (Hus); 13. Greg Searle (Hon); 14. Rick Bozarth (Hus); 15. Matt Schweitzer (Hus); 16. Angelo Signorelli (KTM); 17. Mike Alexander (Yam); 18. Daryl Folks (Hus); 19. Bill Berroth (KTM); 20. Bryan Folks (Cag).

OPEN: 1. Garth Sweetland (Hus); 2. Jeff Darland (Hon); 3. Kevin Steele (ATK).

250: 1. Tom Kelly (Yam); 2. Grant Palenske (Hon); 3. Angelo Signorelli (KTM).

125: 1. Bryan Folks (Cag); 2. Jeff Miller (Kaw); 3. Duane Summers (Cag).

OVER 30: 1. Scot Harden (Yam); 2. Kem Park (Hus); 3. Dan Lees (Yam).

OVER 38: 1. Barry Higgins (KTM); 2. Dick Burleson (Hus); 3. Preston Gerber (KTM).

WOMEN: 1. Joanna Brownell (Hus); 2. Debbie Levy (Kaw).

HANNAH PROVES HIS METAL

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"Hurricane" Hannah took Round 2 of the AMA Florida Winter Series at Coco Beach on January 4 on his new RM250.

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SUZUKI

Shane Trittler (10), Jimmy Gaddis (6), Brian Sweaney (747) and winner Paul Vlach (27) at the start of the 125cc Intermediate division four moto.

CMC/Dodge Truck Golden State Amateur Nationals: Round 1

Reep, Hughes, Simmet score at Sunrise

By Nate Rauba

ADELANTO, CA, JAN. 3

Dean Reep, Ryan Hughes and Rick Simmet were just a few of the many winners at the first round of the 11th Annual Dodge Truck/Suzuki-sponsored CMC Golden State Nationals held at Sunrise Cycle Park. Approximately 1000 riders crammed the pits at Sunrise and created so many classes that the program was split between two separate tracks.

In the 250cc Junior division one class Reep took advantage of a collision on the final lap of the second moto to take the victory away from Daren Briggs. Briggs, who placed second in moto one, was fighting to hold first over a rider who wasn't even in contention for the overall when the two collided and went down.

Hughes worked his way past several tough competitors in both motos to win the first division of 125cc Juniors. In moto one he fell just after taking the lead early in the race, then charged back to win it on the last lap. Hughes took the lead early in the second round and stayed upright to take the win.

Simmet didn't win a moto in the 125cc Intermediate division three race, but his consistent scores earned the overall victory. Tallon Vohland dominated the first moto, but a bad start in round two kept him out of the top five and left him second behind Simmet.

Suzuki-mounted Zapata Espinoza grabbed the holeshot at the start of the first 250cc Junior division one moto, followed by Jeb Brock, also aboard a Suzuki, Kelly Pichel, Briggs and Mike Mennig. By lap two Brock had taken the lead while Espinoza led a freight-train of Pichel, Briggs, Mennig and Kawasaki rider Brian Peoples. Pichel crashed on the next lap, and by lap four of the five-lap moto Brock had control of the race. Briggs passed Espinoza heading into the final lap while Reep was closing rapidly on Mennig who held fourth.

Espinoza was fading fast, but managed to hold onto third for most of the last lap. But Mennig and Reep kept the pressure up, and just a few yards from the finish line Mennig squeezed into third through a series of six jumps just before the finish. Mennig created a hole large enough for Reep to follow him by Espinoza, making the finishing order Brock, Briggs, Mennig, Reep and Espinoza.

Briggs grabbed the lead at the start of the second moto with Reep, Dave Rogers, Jeffery Bublau and Peoples in tow. Briggs, Reep and Rogers stayed very close as they began to pull away from Bublau, and at the end of lap two Rogers passed Reep in the jumps before the finish line but fell in the following turn. Rogers got up quickly and repassed Reep, then hounded Briggs for most of the next lap and made his move through the jumps again. After briefly taking the lead Rogers stalled in the turn this time, allowing Briggs back into first. Rogers charged back though, and once again overtook Briggs in the same jump section. This time Rogers went wide as the white flag came out, and Briggs snuck back into the lead.

Several yards down the track Rogers tried getting by Briggs again, and they both went down. Reep inherited the lead, and Peoples moved to second as Briggs got going in third. Reep motored on to the win and the overall with his 4-1 score edging out Briggs' 2-3 tally. Peoples ended the day in third overall with a 6-2 score.

The start of the first 125cc Junior division one moto was led by Yamaha-mounted Mark Easley. Kawasaki-mounted Paul Donnelly followed in second, but Hughes, aboard a Yamaha, quickly passed him. Hughes moved into first on the second lap, but fell a short time later. Donnelly moved into first at midmoto as Easley fell back, and Mike Chamberlain moved up to second ahead of Luke Arcidiacono.

Hughes was on the gas after his crash and quickly moved by several riders on his way back to the front. With a little over a lap to go Hughes was in second and moving in on Donnelly. On the last lap Donnelly made Hughes' trip back to first an easy one when he fell, dropping to third behind Chamberlain. They finished in that order, with Arcidiacono and Sloan Cooper rounding out the top five.

Donnelly dashed into the lead at the start of moto two ahead of Easley, Mike Brewer and Hughes. Easley quickly passed Donnelly and Hughes did the same to Brewer. By the end of lap two Hughes was up to second while Donnelly dropped back to fourth, and on the next lap Hughes snatched the lead from Easley. Hughes quickly moved away from Easley and from then on the order was set.

Hughes took his second win and the overall while Easley crossed the line second. Easley's sixth in the first moto cost him in the overalls since Donnelly, who stayed close to Brewer for most of the race but could never get by, ended up second overall via a 3-4 score. That narrowly beat Chamberlain's 2-5 finishes and left Easley with fourth overall.

In 125cc Intermediate division three action, Honda-mounted Steve Wiseman got the holeshot at the start of moto one as Vohland, Yamaha-mounted Sean Blanchard and Simmet trailed from behind. Vohland took the lead on the first lap while Simmet moved to third on lap two when Blanchard fell to the back of the pack. As Vohland began to pull away Simmet worked by Wiseman, who stayed close for a lap until he was passed by Mike Durbin. Wiseman continued to slip back until he was sixth behind Ken Arnold and Robbie Hanson, yet just in front of Chad Pederson.

On the final lap these four riders battled for fourth with the top three positions already claimed by Vohland, Simmet and Durbin. Arnold held back the attacks of Hanson to get fourth, while Wiseman was passed in the jumps before the finish line by both Pederson and Nicky Pounds.

The start of moto two belonged to Pounds as he got away first ahead of Durbin, Blanchard and Simmet. Vohland got off to a terrible start and was towards the back of the field. Pounds slowly stretched his lead and was a few seconds ahead of Durbin, who was beginning to feel the heat from Blanchard, at the halfway point. Blanchard kept the pressure on until Durbin fell back to ninth on lap four. Pounds took the checkers first ahead of Durbin, but with Vohland only able to salvage a sixth in the moto Simmet's third place finish assured him of the overall. Vohland ended up second in the overall column while Pounds' 7-1 score was good for third overall. Arnold and Pederson finished fourth and fifth respectively in the second moto and the same overall. •

Results

600-8: 1. Jason Partridge (Kaw); 2. Chris Wheeler (Kaw); 3. Travis Preston (Kaw).
60 9-11: 1. Mike Metzger (Kaw); 2. Damon Huffman (Yam); 3. Jeff Wilon (Kaw).
80 BEG: 1. Ace January (Suz); 2. Jeff Kawall (Kaw); 3. Shane Scarpiello (Yam).
80 BEG II: 1. Ramon Noriega (Yam); 2. Marshall Wilcox (Hon); 3. David Russi (Suz).
80 JR 9-11: 1. Mike Metzger (Yam); 2. Jason Carroll (Hon); 3. Ben Phalen.
80 JR 12-16: 1. Joshua Dunn (Yam); 2. Jeremy McGrath (Yam); 3. Kennie McGrath (Kaw).
80 JR 12-16 II: 1. Louie Romo (Yam); 2. Jason Johnson (Kaw); 3. Ty Barber (Suz).
80 INT 9-11: 1. Damon Hoffman (Yam); 2. J. Morris (Kaw); 3. Craig Decker (Yam).
80 INT 12-16 I: 1. Spud Walters (Hon); 2. Grayson Goodman (Hon); 3. Heath Kirkland (Kaw).
80 INT 12-16 II: 1. Dustin Evans (Suz); 2. Ben Heibel (Kaw); 3. Joel Albrecht (Kaw).
125 BEG: 1. Jason Yoshida (Suz); 2. Stan Tinney (Kaw); 2. Sam Hawley (Kaw).
125 BEG II: 1. Jeff Dewald (Hon); 2. Jeff Hall (Suz); 3. Brent Palkovic (Hon).
125 BEG III: 1. Andy Grider (Kaw); 2. Danny Fonteyn (Hon); 3. Dwayne Newman (Hon).
125 JR: 1. Ryan Hughes (Yam); 2. Paul Donnelly (Kaw); 3. Mike Chamberlain (Yam).
125 JR II: 1. Justin Souza (Yam); 2. Brian Peoples (Kaw); 3. Jeff Korhonen (Hon).
125 JR III: 1. Jon James (Yam); 2. Christopher Trickle (Hon); 3. Ronnie Rauble (Yam).
125 JR IV: 1. Randy Fleischer (Yam); 2. Dannon Burg (Yam); 3. Wayne Martin (Hon).
125 INT 1: 1. Terry Swanson (Yam); 2. Paul Cortez (Hon); 3. Mike Bitner (Hon).
125 INT 2: 1. Jeff Emig (Kaw); 2. Eric Hilton (Yam); 3. David Noel (Yam).
125 INT 3: 1. Rick Simmet (Yam); 2. Tallon Vohland (Kaw); 3. Nicky Pounds (Suz).
125 INT 4: 1. Paul Vlach (Hon); 2. Shane Tritter (Yam); 3. Dan Barnett (Hon).
250 BEG: 1. Bob Zader (Hon); 2. Jeff Gagnon (Suz); 3. Michael O'Brien (Suz).
250 BEG 2: 1. Gary Wagner (Yam); 2. Ronnie Holmen Jr. (Hon); 3. Mark Mitzel (Hon).
250 BEG 3: 1. Anthony Alessi (Kaw); 2. Chris Brown (Kaw); 3. Kurt Metcalf (Yam).
250 JR 1: 1. Dean Reep (Hon); 2. Daren Briggs (Hon); 3. Brian Peoples (Kaw).
250 JR 2: 1. Brian Finch (Yam); 2. Stan Hase (Hon); 3. Michael Gibson (Yam).
250 JR 3: 1. Shisco Nishimura (Yam); 2. Mene Hammer (Yam); 3. Chuck Mark (Kaw).
250 INT: 1. Lance Barnett (Kaw); 2. David Foltz (Kaw); 3. Mike Hooker (Hon).
250 INT II: 1. Tallon Vohland (Kaw); 2. Tony Bullard (Yam); 3. Tim Nash (Hon).
250 INT III: 1. Mike McLain (Kaw); 2. Jimmy Lewis (Yam); 3. Jeff Jacobson (Yam).
500 BEG: 1. Jay Spear (Hon); 2. Mark Porter (Suz); 3. Pat Morgan (Hon).
500 JR I: 1. Ken Wilson (Hon); 2. Jess Ochoa (Hon); 3. Kenny Daniels (Yam).
500 JR II: 1. Bradford Townsend (Hon); 2. Harry Boudakiam (Hon); 3. Don Howard (Kaw).
500 INT I: 1. Mike Dunlap (Hon); 2. Steve Smith (Hon); 3. Aaron Ginn (Hon).
500 INT II: 1. Chris Radzinski (Yam); 2. Jon Miller (Kaw); 3. Jeff Capt (Hon).
VET JR: 1. Scott Richmond (Hon); 2. Will Decker (Yam); 3. David Knapik (Suz).
VET JR II: 1. Larry Lacey (Hon); 2. Kent Reed (Hon); 3. Gery Yearsley (Yam).
E VET INT: 1. Ed Wolleson (Yam); 2. Bret Leef.
VET INT: 1. Ed Wolleson (Yam); 2. Bret Leef (Hon); 3. Gary Juehne (Kaw).
VET MSTR: 1. Mark White (Yam); 2. Jon Miller (Kaw); 3. Robert Tippit (Kaw).
OT JR: 1. Butch Smith (Suz); 2. Jerry Young (Hon); 3. Terry Pratt (Yam).
OT INT: 1. Robert Fortier (Hon); 2. Bill Oliver (Kaw); 3. Ken Feuler (Hon).
OT MSTR: 1. Lars Larsson (Hon); 2. Jim Lamkin (Hon); 3. Bob Krah.

Lechien Quarterbacks New Year's Mud Bowl Win.

GOLDEN STATE NATIONALS: ROUND 1. ADELANTO, CA. JANUARY 4, 1987.

Nothing could stop Kawasaki field general Ron Lechien at Adelanto's Golden State Nationals over New Year's. Not the raging rain. Not the humongous mud bowl of a course. Certainly not the competition. Because Lechien "The Machine" was at the top of his game.

Running and passing and winning both motos, Ron led teammate Jeff Ward to a 1-2 Kawasaki overall finish in the 250 Pros. Mike Fisher put more Kawasaki points up with a great kick for the 500 Pro title.

There was just no workable defense against the Kawasaki speedsters and the mean green '87 KX line. Lechien and company shot through holes and blew right by everybody on their new KX bikes.

This year's models are quicker with torquier powerbands. And they can tackle the toughest tracks with improved UNI-TRAK® suspension (another change for the better is the 1987 MX Contingency Program with $913,775 in it for Kawasaki top performers).

Make a New Year's resolution to take charge of your races. Buy a KX at your local Kawasaki dealer. Then bowl over your opponents.

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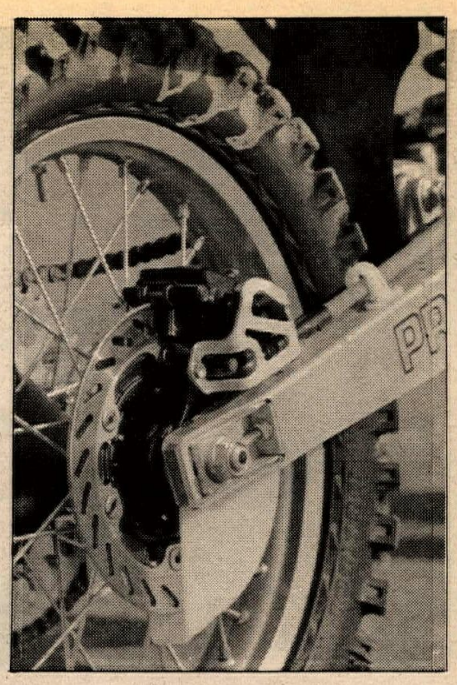
An all-new motor gives the 1987 Honda CR125R even more horsepower than last year's CR. It really hooks up.



The new rear disc brake has excellent feel and is well protected.

Test: Honda CR125R

When being the best isn't enough

By Kit Palmer

A true sign of success isn't so much reaching the top but *staying* there once you've reached it. That's pretty much Honda's philosophy behind the company's popular CR125R.

The 1986 Honda CR125 was undoubtedly the best small-bore motocrosser on the track; in fact, the motorcycle was so good, it could've survived another year relatively unchanged and still be a competitive motorcycle.

But nooo! Honda wasn't about to stand back and take a chance at letting the competition catch up, so 1987 sees, not only minor refinements, but also some radical changes to the new CR125R.

What made the 1986 CR125 stand out so far above the competition was Honda's superior motor. Its super-wide powerband, strong low-end pull, trench-digging midrange and top-end speed couldn't be matched by any of the CR's competition. Despite having a near flawless 125cc motor in 1986, Honda gambled and designed an all-new motor for 1987 in hopes of finding even more horsepower.

First of all, the two-stroke, water-cooled engine has a 5mm longer stroke than before and a larger 124.5cc displacement. With this, the compression ratio has been increased from 8.4:1 to 8.8:1.

But the two most significant changes to the motor are the switch to a case reed-valve induction system, formerly a straight-shot, piston-port reed-valve, and a redesigned exhaust power-valve. Going to the case reed-valve design, says Honda, gives the CR better torque and more efficient gas flow. Complementing this change is a new ATAC exhaust valve that now uses a drum-type valve instead of a butterfly valve. The ATAC, which is located above the center-port exhaust champer, is larger in size and carries 45cc more exhaust volume. Another advantage in this new drum-type power-valve is that it's less restrictive, and the design is more simple, making it easier to maintain. A new exhaust pipe is used; it comes with a easier-to-rebuild aluminum silencer.

To achieve a heavier flywheel effect, the crank is slightly heavier; .14 kg to be exact. Other motor changes include a new ignition coil that produces longer spark duration; a stronger clutch assembly (including an easy-access clutch cover); slightly taller overall six-speed transmission gear ratios; a flat-side air filter that keeps it from spinning off in the airbox, and a new outside-the-cylinder water pump and ATAC linkages.

Suspension and chassis changes to the CR are found in abundance. Last year's CR125 had the best front fork assembly in its class with the cartridge damper system, which was made by Kayaba. This year's fork is Showa-made (with the cartridge design) and is the exact same type that's found on the bigger CR250 and 500, but has slightly less travel at 11.8 inches.

The rear Pro-Link, single-shock suspension system uses an all-new Kayaba shock with a piggyback reservoir. The shock is designed almost exactly the same as the Showa shocks used on the CR250 and 500. Compared to last year's unit, the Kayaba has a 4mm larger body; different damping characteristics; is anodized-coated for longer shock and oil life, and has a slightly heavier spring rate. The Pro-Link linkage lever ratios are the same as last year's. Both the fork and shock are fully adjustable with external compression and rebound damping settings.

The frame geometry is the same as last year's CR125, but the engine is mounted slightly lower and farther forward in the frame to improve and lower the bike's center of gravity. The aluminum swingarm is all new for '87; it's lighter, stronger, and where the rear axle slides through is much narrower. In fact, the rear axle length is two inches shorter.

Attached to the new swingarm is a new chain guide assembly that is reinforced by an aluminum guard. The rear sprocket is now heat-treated to improve strength.

One of the biggest changes to the chassis is the switch from a rear drum brake to a hydraulic disc system. The single-piston caliper is mounted on top of the swingarm and is protected by an aluminum guard. Up front is a double-piston caliper disc brake that is actuated through a steel-braided hose. Dunlop tires are used at both ends.

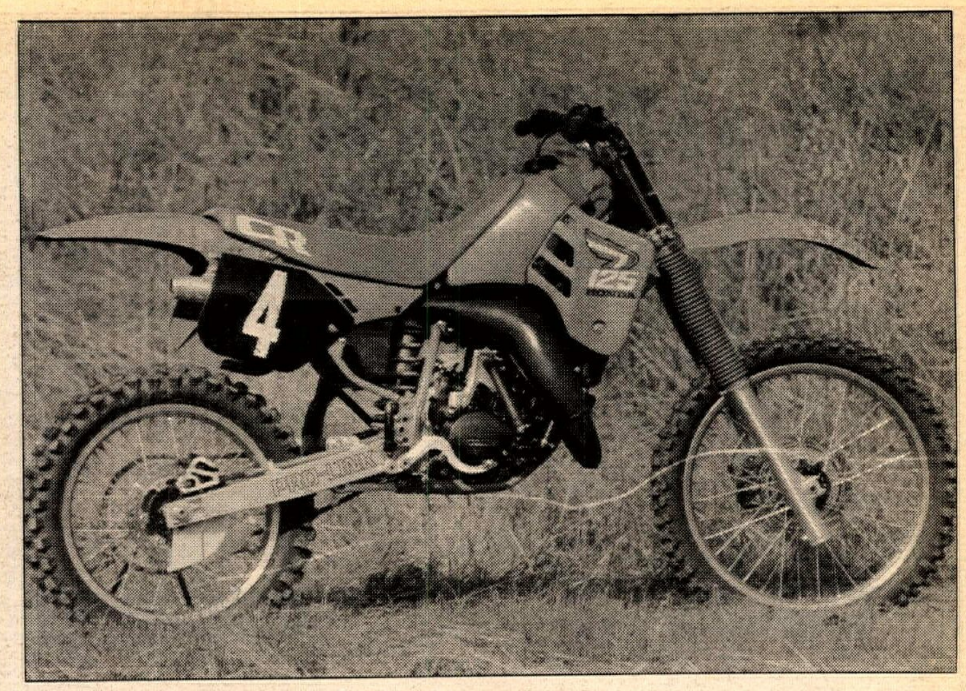
Other chassis changes include an extended seat; handlebars that are mounted 5mm lower; a redesigned but same-size gas tank, and reinforced footpegs.

On the track

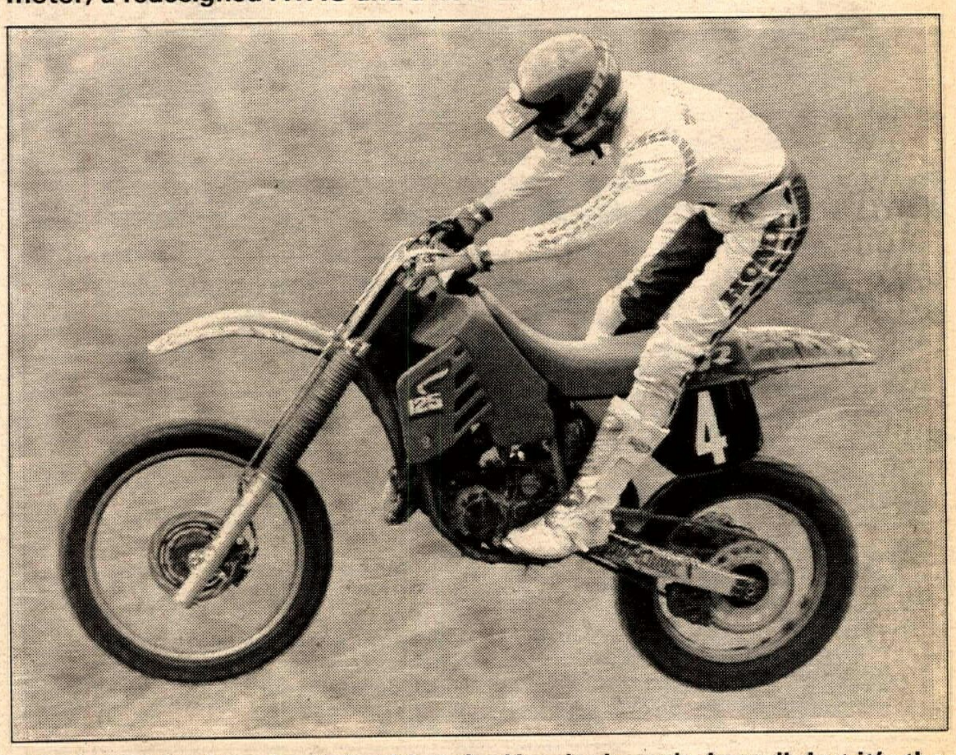
Our first experience on the new CR was a shaky one. We couldn't get the motor to clean out, as if it was carbureted too richly. We fouled two spark plugs right off the bat, and before we started fooling around with jetting, we found the crux of the problem to be the little plastic cover on top of the airbox that comes stock on the CR; the cover that's designed to be used in extremely wet conditions. Obviously, the bike was jetted at the factory without the airbox cover installed, causing it to run too rich. We immediately tossed the restrictive airbox cover, and our CR hasn't fouled a plug since.

Horsepower is still the Honda's strongest feature. The powerband has the same characteristics as last year's

The cartridge Showa forks are the same ones found on the larger CR250 and 500 but have slightly less travel. Performance is first rate.



Most of the changes to the CR are internal, such as having a longer stroke motor, a redesigned ATAC and a new case reed-valve.



On the track, there isn't anything the Honda doesn't do well, but it's the motor that makes the CR really shine. Midflight stability is superb.

CR, but there's more power throughout the range. Bottom end is still good, but our bike, with stock jetting, had a slight hesitation at low RPM and would bog exiting extremely tight turns. However, a quick fan of the clutch (or two) would bring the motor back on the pipe, allowing the bike to hook up and power out of the turns. Once on the pipe, the Honda pulls hard and keeps pulling hard throughout the powerband in a predictable manner. This makes the Honda rather easy to ride for such a powerfull 125cc motocrosser.

The only real complaint we have with the CR's motor is the super short kickstarter lever. It's so short and has such a weird bend that it's hard to use and, if you're not carefull, you can painfully smash your foot on the footpeg at the bottom of the stroke. But the major problem is getting a good enough kick to turn the motor over enough to start it. It usually takes a bunch of quick, fast jabs on the lever before it fires to life.

Our CR was always hard to start when cold. It rarely started with less than 10 kicks, and sometimes it wouldn't start at all, usually when the fuel petcock was left on for a long period of time. Once it does fire to life, it takes forever to warm up. We usually let the Honda idle for at least a minute or so before putting it into gear and dropping the clutch. Even then, we still had to ride it around for a while before we could get down to some serious riding. After the motor is hot, 99% of the time the Honda starts on the first kick.

The new Showa cartridge fork is no better or worse than last year's excellent Kayaba-made unit. The Showa fork has exceptionaly smooth action over all types and sizes of bumps and jumps. There are no harsh spots throughout the stroke, so the front end gives a feel of super control when jamming over rough sections of track at high speed.

The back end is a different story. Although better than last year's CR, the Pro-Link suspension doesn't quite match the smoothness of the front fork. The Kayaba shock handles medium- to large-size bumps okay, but over the smaller, sharp-edged bumps that are usually found when powering out of turns, the back end bounces around a bit. It feels as though the Kayaba shock packs too much under acceleration and loses some of its smooth action.

But over the bigger bumps, the rear suspension works well and stays close to the ground, making the CR very stable at high speeds. We did notice some fading after long periods of riding.

Turning the Honda is simple and predictable. It goes where it's pointed and, combined with its good tires, the CR gets in and out of turns quickly. The bike loves plowing through berms, but can hug an inside line almost as well. Good seating position, a narrow layout and comfortable-bend handlebars help a great deal.

Overall handling is first rate on the Honda, especially in the braking department. The front disc brake has perfect feel; one finger on the easy-to-reach front brake lever is all that's needed to achieve the right amount of power. The front brake has just the right amount of play, and never had any problems with air bubbles building up in the brake line.

The new rear disc brake has excellent feel. Using a rubber hose and a single-piston caliper makes the rear disc not too touchy but strong enough to control the rear wheel. We didn't experience locking up problems normally associated with rear disc brakes. However, we did notice the tendency for the rear wheel to hop and chatter when braking over bumpy terrain, more than last year's CR, since there is no longer a full-floating torque arm with the disc unit. So some of the advantage of having a disc brake over a drum system is lost right there. But when it comes to plain ol' stopping power, the Honda has more than enough.

Conclusion

Honda's gamble of completely redesigning its already proved CR125R paid off in a big way. The 1987 CR125 has stronger power, a smoother powerband, better suspension and more precise handling than the 1986 CR — that's saying a lot. •

Honda CR125R

Engine type	Water-cooled, two-stroke, single
Bore x stroke	N/A
Displacement	124.8cc
Compression ratio	8.8:1
Carburetor	34mm Keihin
Horsepower	34.5 BHP @ 11,500
Torque	N/A
Starting system	Primary kick
Ignition	CDI
Lubrication	Premix
Primary drive	Straight-cut gear
Final drive	Chain
Gear ratios	
Primary	3.150; 63/20
Final	3.923; 13/51
6th	1.000; 24/124
5th	1.130; 26/123
4th	1.285; 27/21
3rd	1.526; 29/19
2nd	1.823; 31/17
1st	2.230; 29/13
Frame	Single downtube, split double-cradle
Rake	26°
Trail	4.1 in.
Front suspension	Telescopic fork
Fork tube diameter	43mm
Rear suspension	single-shock, swingarm
Front brake	Disc
Rear brake	Disc
Front tire	80/100-21 in. K490 Dunlop
Rear tire	100/100-18 in. K595 Dunlop
Claimed dry weight	192.9 lbs.
Overall length	84.1 in.
Overall width	32.5 in.
Overall height	48.4 in.
Wheelbase	57.1 in.
Fuel capacity	1.7 gal.
Ground clearance	N/A
Color	Red
Retail price	$2298

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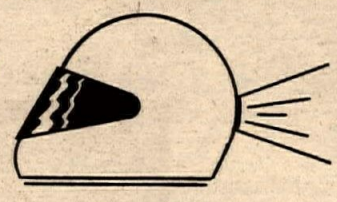

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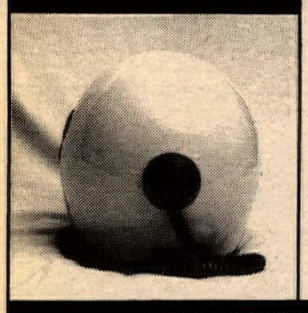

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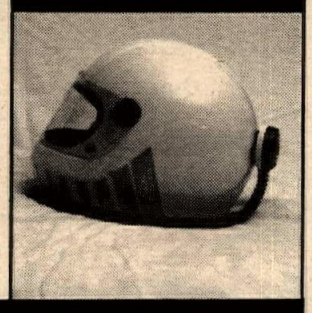

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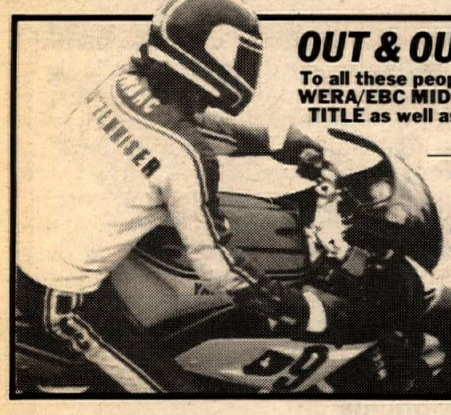

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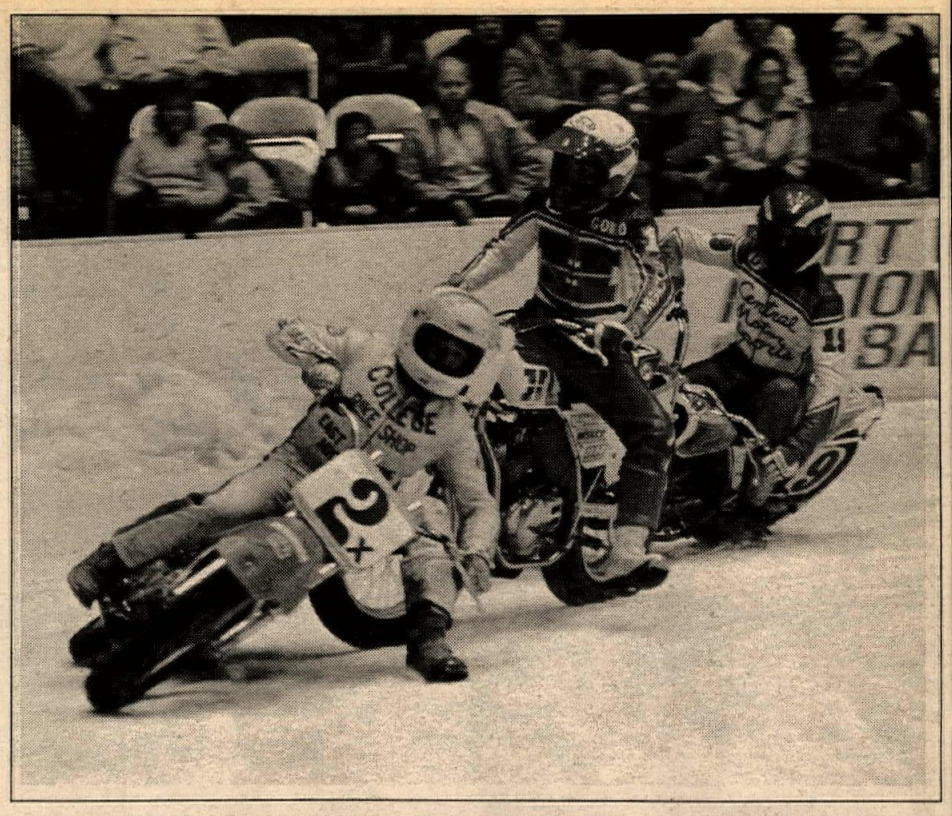
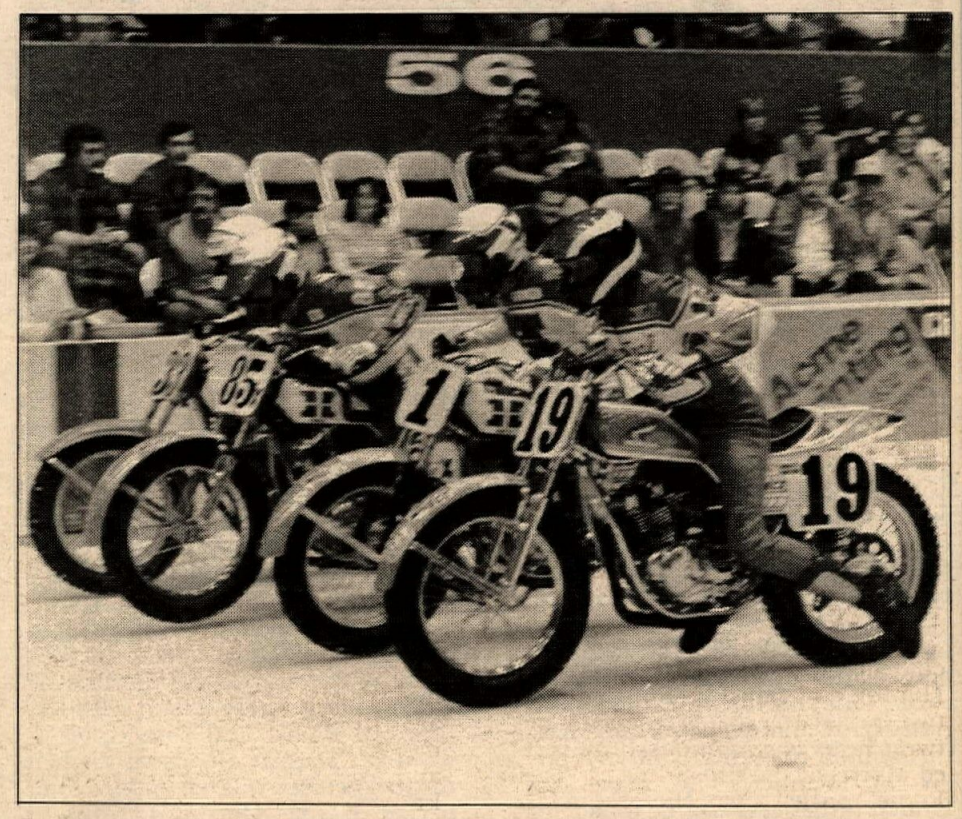


Garth Brow tags Bryan Hardin (2X) from behind during the Indoor Pro Ice Race Series in Fort Wayne, Indiana.



The start of the main event sees Mike Rhoads (19), winner Brow (1), Ed Morris (85) and David Hebb off the line.

AMA Invitational Indoor Pro Ice Race Series: Round 1

Rhoads romps in Fort Wayne

By Joe McLaughlin

FT. WAYNE, IN, JAN. 2

Mike Rhoads jumped out to an early — but slim — points lead over veterans Garth Brow, Eddie Morris and Dave Hebb as the 12th Annual Indoor Pro Ice Race Series opened at Fort Wayne's Memorial Coliseum.

In the round-robin format, Rhoads won four heats (each win worth three points) and was second in another (two points) for a total of 14 of 15 possible points. Six-time series champ Garth "Gonzo" Brow won four heats to score 12 points. Brow crashed hard while dicing with Bryan Hardin in a fifth heat and finished last after a restart from the penalty line. Morris won three six-lap heats en route to a 12 points, and Hebb rode consistently with three seconds and two wins to tie for second place after one round.

Arai/Fox/SuperTrapp/Wiseco/Megacycle/Lectron/Oury/Honda of Bartow, Florida-sponsored Brow went on to win the main event, however, over Rhoads, Morris, and Hebb who shared the front row start. Rhoads was second and Hebb third while Morris crashed near the end of the eight-lap final but recovered to finish sixth. Dave Knapp, one of three motorcycle riders to do double-duty aboard ATVs, won the four-wheel main event aboard a Kawasaki Mojave.

Six-time ice racing National Champion Garth "Gonzo" Brow celebrates after claiming the victory in the main event.

Other motorcycle heat winners included Chuck Springsteen, Knapp, Hardin, and Dan Ingram. In one of two spectacular match races (run between heats as exhibitions) Brow bested Morris at the finish line as "Fast Eddie" pulled a wheelie on the last short straight, a move which let Brow dive inside for the win.

"Gonzo saves his wheelie for after the race," joked announcer Dave McCarthy as the crowd applauded Brow's victory celebration.

Ingram defeated Chuck Springsteen in the other match race.

"We have lots of ice outside in Flint," Rhoads admitted, although he and fellow Flint, Michigan native Brow didn't do any specific race practicing.

"It was more of a technical session," joked Rhoads. "We set up a track about a mile long and got the bikes going at least 75 miles an hour. It was great!"

Although he was battling the flu and felt tired throughout the night, Rhoads felt good about his early points lead and hastened to give credit to sponsors Herb and Bryon Molloseau and Arai Helmets.

Brow remained optimistic about his chances for a seventh consecutive National Championship on ice. "A lot of things can happen on the ice, but I feel good about the way I'm riding," he said while signing autographs for a horde of youngsters who poured out of the stands to mob the winner's circle.

Once again, two dedicated motorcycle builders — Byron Molloseau of Michigan and Dan Thompson of Ohio — are providing equipment for the pro series. Molloseau entered four motorcycles (Brow, Morris, Rhoads, and Launce Sulaty) and provided motors for two others (Springsteen and Hardin). Thompson, a well-known Harley-Davidson engine builder and developer, raised his contribution from three to four bikes this year (Hebb, Scott Drake, and rookies Scott Stump and Don Estep). All were riding 250cc Honda four-strokes with only two other brands represented (Dave Coe, Ducati; and Jack Mayer, Suzuki). Molloseau also builds many of the studded tires required for traction on the indoor ice.

The series remains one of the best spectator attractions in racing as promoter Staton Lorenz moves all over the ice on skates to keep things moving on schedule. Only one month of racing is available as this year's series consists of just five events compared with recent years when as many as seven to nine races were held.

Contingency sponsors for the series include Arai Helmets, Hi-Point Racing Products, Carlisle Tire Co., Kold Kutter Ice Studs, SuperTrapp, and Pro Trykes. In addition, American Honda will award (by drawing) a new 1987 FourTrax 250X to a Honda motorcycle rider finishing among the top four in points. ●

Results

MAIN: 1. Garth Brow (Hon); 2. Mike Rhoads (Hon); 3. Dave Hebb (Hon); 4. Chuck Springsteen (Hon); 5. Dan Ingram (Hon); 6. Ed Morris (Hon); 7. Bryan Hardin (Hon); 8. Dave Knapp (Hon).

POINT STANDINGS: 1. Mike Rhoads (14); 2. (TIE) Garth Brow/Dave Hebb/Ed Morris (12); 5. (TIE) Bryan Hardin/Dave Knapp (10); 7. (TIE) Chuck Springsteen/Dan Ingram/Launce Sulaty (7); 10. (TIE) Don Estep/Jack Mayer (6).

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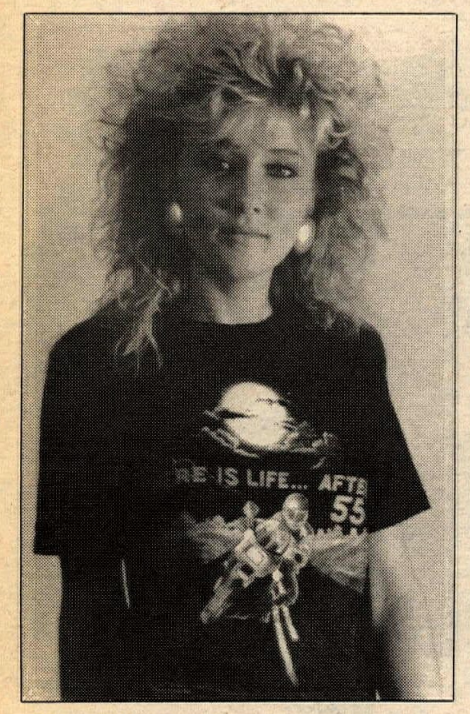
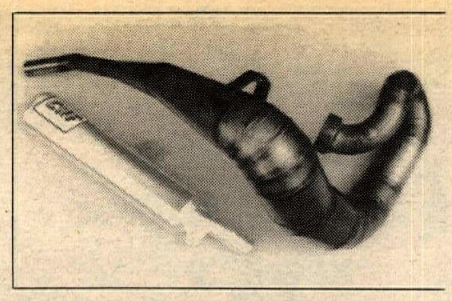


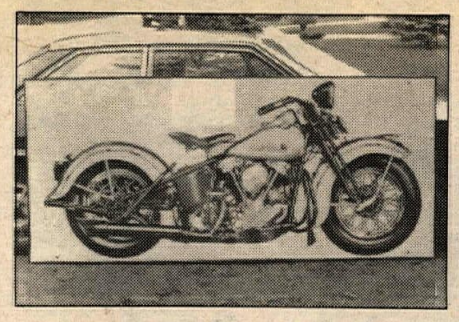
Road Warrior Graphics recently introduced a line of, "There is life . . . After 55" T-Shirts. The shirts are a 50/50 cotton/polyester blend, are U.S. made and come in black with white and green graphics. This shirt is designed as a protest against the national 55 mph speed limit and each purchaser's name will be added to a "Resume Safe Speed Quickly" petition that will be sent to President Ronald Reagan. The shirt costs $10, plus $1.50 for postage and handling. Contact Road Warrior Graphics, Dept. CN, P.O. Box 75072, Birmingham, AL 35253. To order with Visa or Master Card call toll free, 800/237-7991.

The California Superbike School now has long- and short-sleeve T-shirts available in sizes S-XL; the long-sleeve shirt retails for $15, and the T-shirt for $8. Contact California Superbike School, Dept. CN, P.O. Box 3743, Manhattan Beach, CA 90266, 213/484-9323.

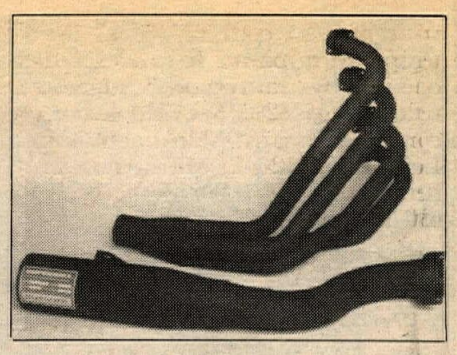
The Oakley Advanced Tactical Fighter Mask (ATFM) is designed to fit all Oakley O/Frame goggles and will provide protection for the nose, mouth and cheek areas. The ATFM reportedly is made from strong, impact-resistant plastic and features ventilation ports backed by dual density foam. Available in black, white, red, blue, pink, green, yellow and grey; priced at $12.95. See your dealer; for more information contact Oakley, Dept. CN, 11 Marconi, Irvine, CA 92718.



The Crotch Rocket Factory now has Rocket Pipes available for 1984-87 Yamaha YZ 490's. The pipes are constructed from 18-gauge, hand-rolled cones and boost horsepower across the powerband with an emphasis on low-end pulling power, according to CRF. The Rocket Pipe also increases ground clearance by using a more compact headpipe design. It comes complete with an Answer oval aluminum silencer for $199, ($159 without the silencer). It has a 100% money-back guarantee. Contact CRF, Dept. CN, P.O. Box 2084, Goleta, CA 93118, 805/683-1745.



Walneck's Inc., wall murals are full-sized black and white prints, perfect for the den or workshop. The prints come in a mailing tube and are available in the folowing models: BSA Gold Star, Harley Knucklehead and Panhead, Vincent Black Shadow and Norton Manx Road Racer; priced at $25.95. To order, contact Walneck's Inc., Dept. CN, 7923 Janes Ave., Woodridge, IL 60517, 312/985-4995.



Bassani now offers a GSXR750 Superbike pipe that the company claims will boost your bike's performance, while maintaining a low noise level. Bassani's pipe reportedly offers increased cornering clearance and a weight savings over the stock set-up. The pipe will fit inside the stock fairing and permits owners to drain the oil and change the filter without removing the pipe. The pipe features a plasma-coated aluminum finish,

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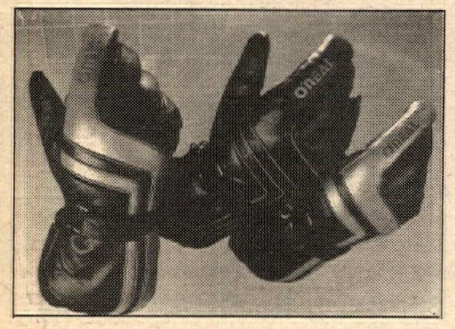
Professional riders pictured. The RM series motorcycles are intended for closed course competition and related practices only. Always wear an approved helmet and protective riding apparel. Play it safe. Ride with care.

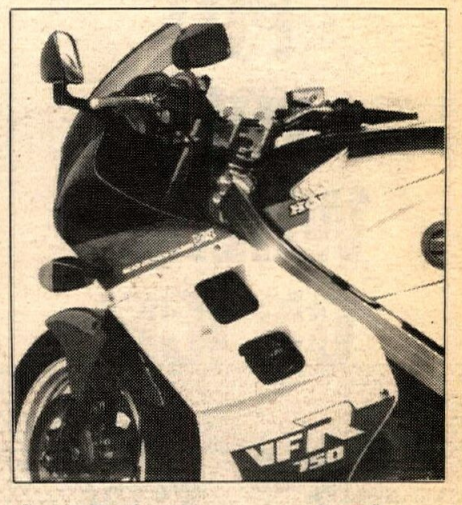
with a final coat of black, high-temperature paint. It carries a full one-year warranty and a suggested retail price is $292. See your dealer, or contact Bassani Manufacturing, Dept. CN, 3726 E. Miraloma, Anaheim, CA 92806, 800/854-6228 (714/630-1821 inside California).



O'Neal U.S.A. claims its Climate Control All-Weather Touring Glove is the ultimate glove for touring. O'Neal said the gloves represent the best in rider comfort and styling. They reportedly are made of soft, Grade A, drum-dyed leather and are lined with 3M Thinsulate. The gloves feature double-stitched stress points, padded lining and a suede finger for wiping moisture from face shields; suggested retail price, $39.95. See your dealer or contact O'Neal U.S.A., Dept. CN, 9160 Jordan Avenue, Chatsworth, CA 91311, 818/998-1049.

Pro Circuit's DMC oval aluminum silencer increases horsepower without giving your bike a loud, irritating bark, according to Pro Circuit. The silencer is constructed from an extruded piece of thick-gauge aluminum alloy, and comes packed with thick, sound-deadening fiber. In official U.S. Forestry Service tests, the silencer was found to be the quietest silencer on the market, according to the manufacturer. Available for all popular brands of motocross bikes, the silencer is priced at $52. See your dealer; for more information contact Pro Circuit, Dept. CN, 4212 La Palma, Anaheim, CA 92807, 714/993-5401.

Simons Inc., recently announced the release of new UDX-60 Upside-Down Forks for dirt track use. The forks were tested and developed with the help of riders Chris Carr and Wayne Rainey. The forks feature six-way adjustable, speed-sensitive damping; 50mm tubes with Teflon bushings; triple clamps and axle clamps machined out of solid billet aluminum. For more information, contact Simons, Inc., Dept. CN, 2570 Leghorn St., Mountain View, CA 94043, 415/962-8899.



Storz Performance now has Superbike Bar Mounts available for the Honda VFR700 and 750. Installation allows the rider to do away with the stock set-up, and provides a more comfortable riding position using conventional handlebars, according to Storz. The handlebars mount in a billet aluminum clamp that bolts to the stock triple clamp; suggested retail price: $120. See your dealer or contact Storz Performance, Dept. CN, 1362 Tower Square #2, Ventura, CA 93003, 805/654-8816.

The Mirage G/T tire from Kenda has a "sport bike" look and is designed to deliver exceptional road handling performance and mileage for street and touring bikes, according to the manufacturer. The Mirage G/T has a perfectly matched front and rear tread design that features identical grooves. The matching patterns are angled to ensure superior wet or dry traction, according to Kenda. They are available in a wide range of front and rear sizes at prices of $59.95 or less. See your dealer or contact Kenda Rubber Co., Ltd., Dept. CN, P.O. Box 132, Reynoldsburg, OH 43068-0132, 614/866-9803. •

In the past, Bob would ride a course and report back to the engineers. Now a computer was doing it. For Hannah, this took some getting used to.

But after all was said and done, the special Suzuki team of Hannah, the engineers and the computer created the '87 RM125 and RM250.

How good are they? So good, that these bikes and Bob Hannah persuaded Johnny "O'Show" O'Mara to join Team Suzuki.

After his first ride, O'Mara looked at Hannah and said: "Great bike, old man."

"Thanks, sonny." Hannah replied.

"Don't forget to gas it up." said the computer.

Here's what the '87 RM125 and RM250 are made of in black and white:

The heart of the RM125 and RM250 is an all new engine that delivers increased torque right through the rev range.

The new guillotine-type exhaust valves are activated by the Automatic Exhaust Timing Control System for smooth, powerful performance at all RPMs.

A new lighter crank and bigger air box make for quicker revs and better engine response.

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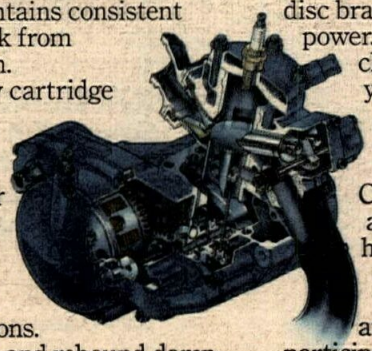

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Compression and rebound can be adjusted separately. You'll feel the difference out of the turns, over the bumps and through the whoops.

The new dual piston front disc brake gives greater stopping power. Plus, this year there's a clean new color of Suzuki yellow and great new graphics.

And that's not all. Suzuki's 1987 RM Contingency Program for amateurs and professionals has been increased to over $1.25 million. And there's increased support for up and coming riders through participating Suzuki dealers. See your Suzuki dealer for details.

Put it together and you can see that for '87, Suzuki's done it right.

Right on, Suzuki

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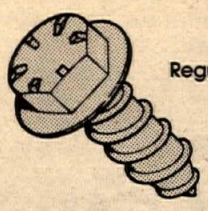

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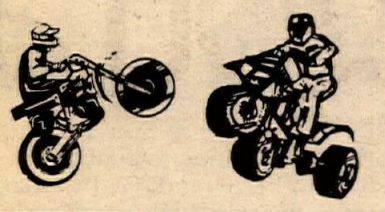

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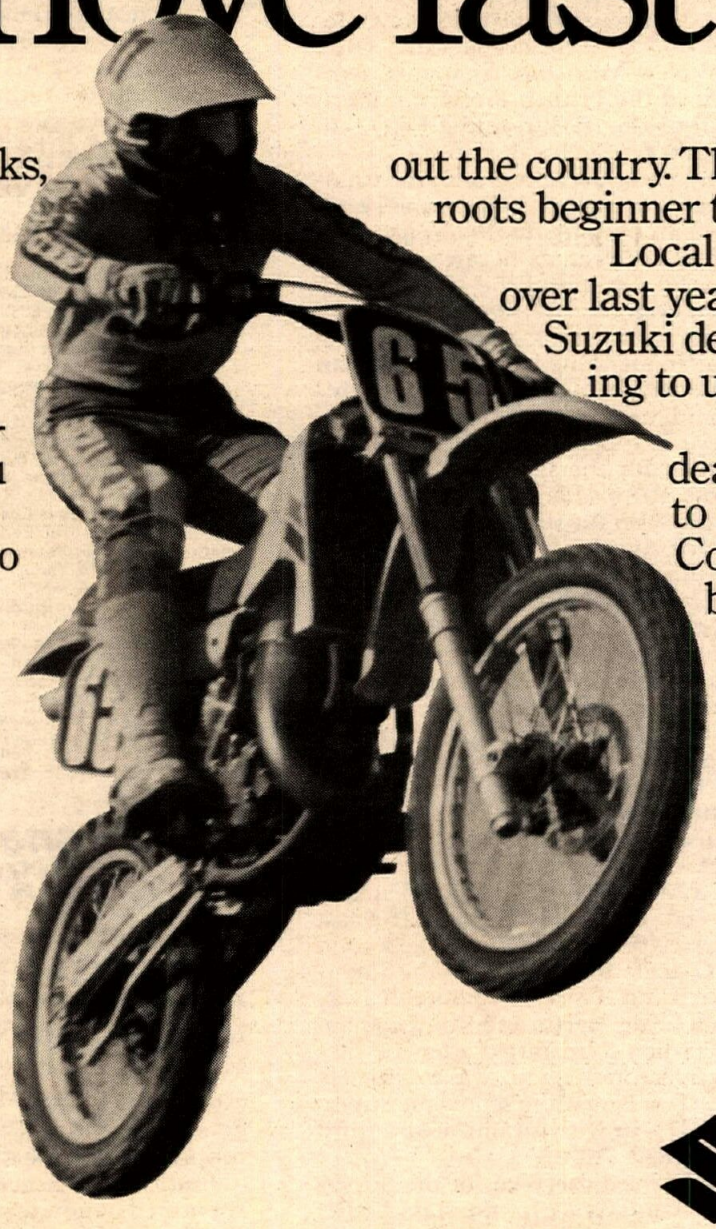
To get your share of Suzuki's $1,250,000 RM contingency program, you've gotta move fast.



This year, we've got the bucks, the bikes, and the backing.

Suzuki's pushed the purse to an incredible $1.25 million and we have the most powerful RM80, RM125 and RM250 ever.

And now in '87, your participating Suzuki dealer can give you the latest information direct from Suzuki race technicians on how to set up your bike for the best performance.

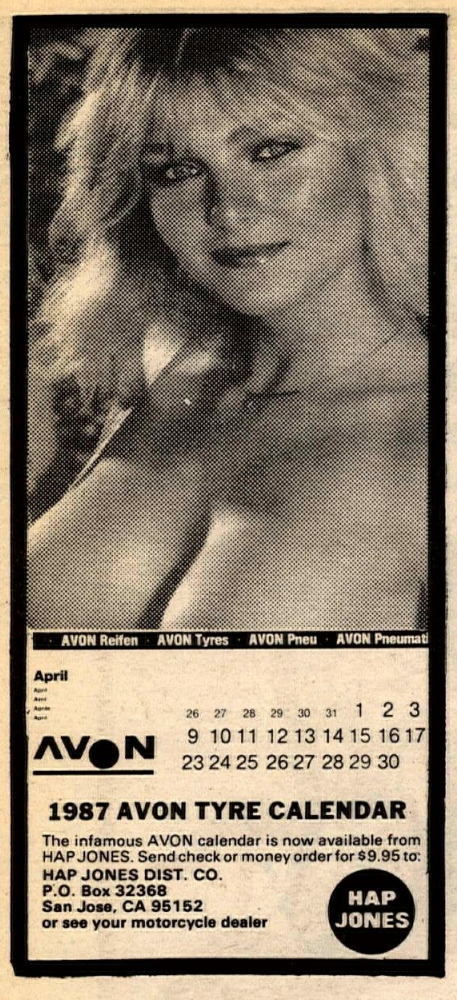
Plus, if you want to refine and improve your riding skills, stop by a participating Suzuki dealer and check out Tony D's Motocross School. He's the three time National Motocross Champ. And he accomplished that feat rockin' and roostin' on a Suzuki. His schools are located throughout the country. They're designed for the grass roots beginner to the advanced rider.

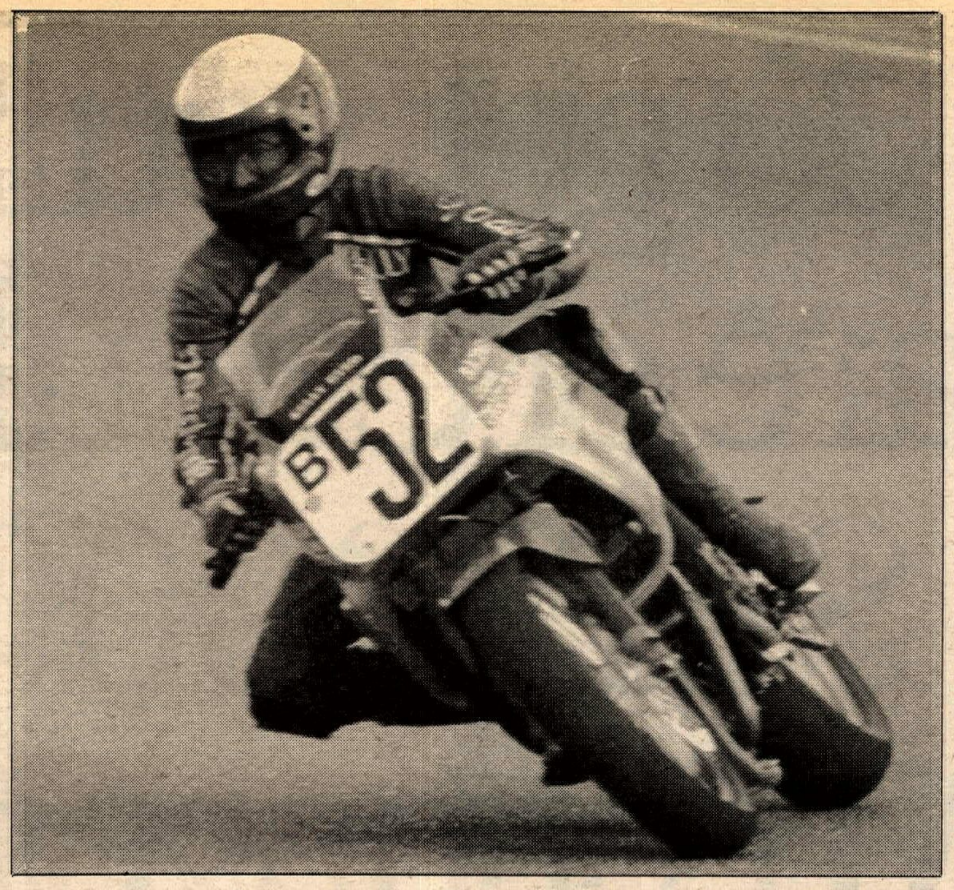
Local support has been increased over last year. And now participating Suzuki dealers will give strong backing to up and coming riders.

Your participating Suzuki dealer has everything you need to know about this year's Contingency Program. Stop in, but get there fast. They'll show you how to get it right in '87.

Right on, Suzuki

SUZUKI





Yamaha-mounted Kelly Byrd claimed the "Best of the West" Challenge Race at Firebird Raceway in Chandler, Arizona.

Byrd best at Firebird RR

By Michael Ross

CHANDLER, AZ, JAN. 4

Kelly Byrd flew to a decisive win during the Annual "Best of the West" Challenge Race at Firebird Raceway. The Challenge Race is open to any club and this year representatives from Colorado, Utah, Florida, Nevada, Ohio and New Mexico participated. Byrd lapped the 14-turn Firebird track at or near the track record all day, but couldn't quite break it.

Byrd got the holeshot in the Challenge Race with Kye Gunn and Deiter Lane in hot pursuit. Byrd proceeded to pull away at about one second per lap. By the end of the 10 lap sprint Byrd was over 10 seconds ahead of Lane. Gunn took third with Craig Martin all alone in fourth. Nevadan Dale Kieffer took fifth place on his brand new Suzuki. Laird White, Steve Rupp and Michael Pettiford battled for the six, seven and eight spots. Rupp charged up from eighth to take over the sixth position during the closing laps while White edged Pettiford for seventh.

Earlier in the day John Scott's vintage Triumph blew away the combined Vintage and Novice race. Bill Slawson took the Novice win with a distant second overall.

The Production class race saw Kiefer dice with Rupp for the overall. Kieffer pulled out a five second advantage over Rupp on lap four and cruised home for the win. The Stock C class win went to third overall finisher Andy Deatherage on his Yamaha FJ-600. Carlo Rao pulled off a last lap pass on John Knox to take second in C stock. Byrd starred in the Superbike B and D race. Byrd flat ran away from Craig Martin and Rob Leatham and when Byrd pitted after the race his punctured rear tire was completely flat. Tim Bergstrom scored the Superbike D win with an impressive third overall.

White led every lap of the Superbike A and C race for the class A title. Stu Morrison looked like a shoo-in for second overall, but slid out on the last lap in sight of the finish line. Kieffer took the Superbike C class win with a fourth overall finish. Scott Willock finished second in Superbike C with his 350 Yamaha after a dead last start.

Lane's Formula class holeshot lasted for one turn before Byrd was off and running. Byrd led until lap four when Scott Willock's Yamaha went into a vicious tank slapper that sent him over the bars. Willock's bike also collected Tom Dahl sending him to the hospital. Dahl was later released, a little shaken up but unhurt.

Byrd pulled away to victory at the restart and took his third victory of the day. Rob Leatham raced to the Formula Two class win with Bergstrom getting the Formula Three crown.

Results

NOV: 1. Bill Slawson (Suz); 2. Dan Brown (Yam); 3. Bill Seigden (Kaw).
VINTAGE 1: 1. John Scott (Tri); 2. Steve Barnard (Hon); 3. Phillip Stevens (Lav).
VINTAGE 2: 1. Kevin Elliot (Yam); 2. Mike Legris (Yam); 3. Andrew Adamick (Kaw).
STK A: 1. Dale Kieffer (Suz); 2. Steve Rupp (Suz); 3. Jeff Anderson (Yam).
STK C: 1. Andy Deatherage (Yam); 2. Carlo Rao (Yam); 3. John Knox (Yam).
SUPERBIKE A: 1. Laird White (Suz); 2. Steve Rupp (Suz); 3. Michael Pettiford (Suz).
SUPERBIKE B: 1. Kelly Byrd (Yam); 2. Craig Martin (Yam); 3. Rob Leatham (Suz).
SUPERBIKE C: 1. Dale Kieffer (Yam); 2. Scott Willock (Yam); 3. James Cox (Yam).
SUPERBIKE D: 1. Tim Bergstrom (Yam); 2. Marc Shaffer (Yam); 3. Scott Christensen (Yam).
F-1: 1. Kelly Byrd (Yam); 2. Deiter Lane (Yam); 3. Kye Gunn (Suz).
F-2: 1. Rob Leatham (Suz); 2. John Knox (Yam); 3. Carlo Rao (Yam).
F-3: 1. Tim Bergstrom (Yam); 2. Mark Moreno (Hon); 3. Marc Shaffer (Yam).
AIR COOLED D: 1. Tom Dahl (Hon); 2. Steve Pierce (Hon); 3. Andrew Adamick (BSA).
F-9: 1. Monte Rock (Kaw); 2. Andy Adamick (Kaw); 3. Dave Chrone (Ben).
CHALLENGE RACE: 1. Kelly Byrd (Yam); 2. Deiter Lane (Yam); 3. Kye Gunn (Yam).

Canoy snags Perris MX win

By David A. Procida

PERRIS, CA, JAN. 4

A light rain greeted everyone today at Perris Raceway for CRC's kick-off of the 1987 season. The rain didn't prevent a good-sized turnout as Craig Canoy topped the field of 125cc Pros.

In the first Pro class moto O'Neal sponsored Canoy, on a borrowed bike, led the field into the first turn followed closely by the Suzuki of Murry Shackelford and Jon Thomas also on a Honda. Canoy was briefly challenged by Shackelford, but could not hold Canoy's race and at the end of one lap Canoy held a comfortable lead.

On lap three the distance between first and second was 18 seconds. Thomas had passed Shackelford for second and Dave Foltz was closing the distance on third. Midway through the moto Canoy's lap times were steady 1:45's.

As the first moto came to a close Canoy had a large lead over Jon Miller and Foltz.

In moto two Thomas holeshot the class and led up to the second corner where Canoy slipped under him for the lead, and started pulling away. Challenging for the second place position was Shackelford and a lap later he passed Thomas who later DNF. Canoy pulled away from the pack again to score a set of 1-1 finishes for first overall with Shackelford and Foltz in tow.

In the Beginner class Mike Kelsey led the Suzuki 125s of Mike Otwell and his brother Anthony. At the end of lap one Kelsey was sandwiched between the Otwell brothers. Chris Walker moved up to third pushing Anthony back to fifth as the Kawasaki of Daniel Knapp slipped by for fourth. At the end of moto one it was Mike Otwell's Suzuki in first, Kelsey in second and rounding out the top three was Daniel Knapp.

In moto two Mike Otwell repeated his first moto performance for first overall. Kelsey carded a fourth and combined with his first moto second place he took second overall. Stephen Johnson finished sixth in moto one and took second place honors in moto two clinching third place overall.

In the Women's class Angie Sellers took an early lead, only to be passed in the second corner by FMF-Shoei-sponsored Lori Hedstrom. Two laps later Ruthann Renaux, on a 125 KTM, also passed Sellers for second place and held second to the finish. Out front Hedstrom had pushed her Yamaha to a sizeable lead. Moto two produced the same results and the overalls.

In Vet Beginner class Jerry Woodard on a Kawasaki KX250 started the new season off with a 1-1 day for the overall with Steve Larsen taking second place honors.

Vet Novice Richard Roberts put his Yamaha in the winner's circle in moto one over the Kawasaki of David Procida and Rich Heil's Yamaha. In moto two Procida put a charge on Roberts and the two Novices were going for the gold in every corner until Sinasalo-backed Procida overshot a corner, handing the win to Roberts. Procida held on for second overall over Heil's Yamaha.

Barry Porter won both motos in the Expert class with Mark Heller claiming a pair of seconds.

Results

PEE WEE A: 1. Robby Hammond.
PEE WEE B: 1. Jerry Aleman; 2. Tony Catalde; 3. Matthew Pickering.
125 PRO: 1. Craig Canoy; 2. Jon Thomas.
250 PRO: 1. Murry Shackleford.
500 PRO: 1. Dave Foltz.
250 INT: 1. Todd Broussard; 2. John Singletary.
125 INT: 1. Rich Banton; 2. Scott Murphy; 3. Jon Levey.
500 BEG: 1. Ed Cavarauss; 2. Ron Kellman.
250 BEG: 1. John Campbell; 2. Tom Rocket; 3. Jim Hammond.
125 BEG: 1. Mike Otwell; 2. Mike Kelsey; 3. Stephen Johnson.
80 BEG: 1. Russ Anderson.
80 MOD: 1. Eric Wright.
60 0-8 YRS: 1. Robby Hammond; 2. Matthew Pickering; 3. Tony Catalde.
60 9-11: 1. Russ Anderson; 2. James (B.J.) Otwell.
80 INT: 1. Allan Brehm.
VET BEG: 1. Jerry Woodard; 2. Steve Larsen.
VET NOV: 1. Richard Roberts; 2. David Procida; 3. Rich Heil.
VET EX: 1. Barry Porter; 2. Mark Heller.
WOMEN NOV: 1. Lori Hedstrom; 2. Ruthann Renaux; 3. Angie Sellers.
125 NOV: 1. Randy Danylo.
250 NOV: 1. Dennis Urban; 2. Steve Peterson; 3. Bill Carlson.
500 NOV: 1. Brad Morrison; 2. Mark Shuck; 3. Charlie Strong.

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Myerscough scores at CRC GP

By David Procida

SAN BERNARDINO, CA, DEC. 20 The combined class of Pro/Experts and Intermediates put on a show that kept everyone on their feet today at Glen Helen. With names like Surratt, Whiting, Zahrt, and many more top riders the action and pace of the race was hot and heavy. Brian Myerscough proved to have the fastest pace as he took the overall win.

When the first rider crested the hill entering the MX track there was already a gap back to the second place position. Honda CR500-mounted Myerscough had a four-second lead over Kurt Sofka Jr., Kenny Zahrt was first 250cc pilot followed closely by Todd Campbell on a 1987 KTM 250 and Kawasaki rider Craig Canoy also on a 250.

The 125cc Pro class was up for grabs as Honda support rider Ty Davis on a Malcolm Smith-sponsored 125 was being challenged by Kawasaki's Eddie Hicks, and Cagiva-mounted Mike Healey. In fourth was Suzuki sponsored Willie Surratt.

Halfway through lap two Myerscough had pulled out to a 20-second lead over Sofka. In third was Greg Blackwell with Zahrt's Honda in fourth overall. Coming over the table-top jump first place 125cc rider Davis was still holding off the other 125cc Pros. Surratt had closed on Hicks after passing Healey on the off-road section of the course. On lap three Zahrt had moved into third with Campbell close behind. Surratt had now moved up to fifth overall and first 125, with Hicks three seconds behind.

On the next lap Myerscough had opened up a 35-second lead on Zahrt, who now was in second just ahead of Surratt who was closing on Zahrt.

A few laps later Zahrt encountered lapped riders enabling Surratt now back in the 125cc lead after dropping back to close in again. Hicks was still second 125cc Pro, but was being pressured by Davis. Two corners later Davis zapped Hicks for second and started to close the distance on Surratt.

Healey was now closing on Hicks and on the next lap was all over the track trying to get by. Healey tried the inside line, then the outside line only to be held off again and again.

On the next lap Healey set Hicks up going around a sweeper that led to a fast jump and passed Hicks in midair.

With Myerscough now over half the course ahead of everyone, the attention was focused on the 125cc battle as Davis was closing in on Surratt and Healey and riding on the ragged edge trying to make up the distance. Davis and Healey were quickly closing on Surratt.

As the race neared the finish Myerscough had now lapped up to seventh pace and at the beginning of the white flag lap Myerscough pulled a 100-yard wheelie down the scoring tower straight.

Davis had now narrowed the gap between himself and Surratt down to eight seconds, with Healey another 10 seconds behind. The final lap found everyone in the same positions in the 125cc Pro class. Blackwell and Sofka took second and third spots in the Open Pro class. Zahrt crossed the checkers first in the 250cc Pros. Campbell claimed second and Kawasaki-mounted Craig Canoy held down the third spot.

Results

60 -8 YRS: 1. Chris Wheeler.

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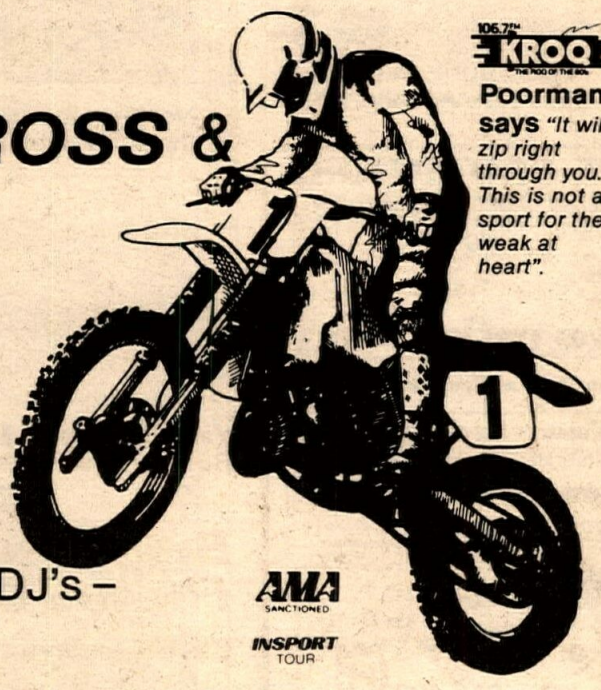

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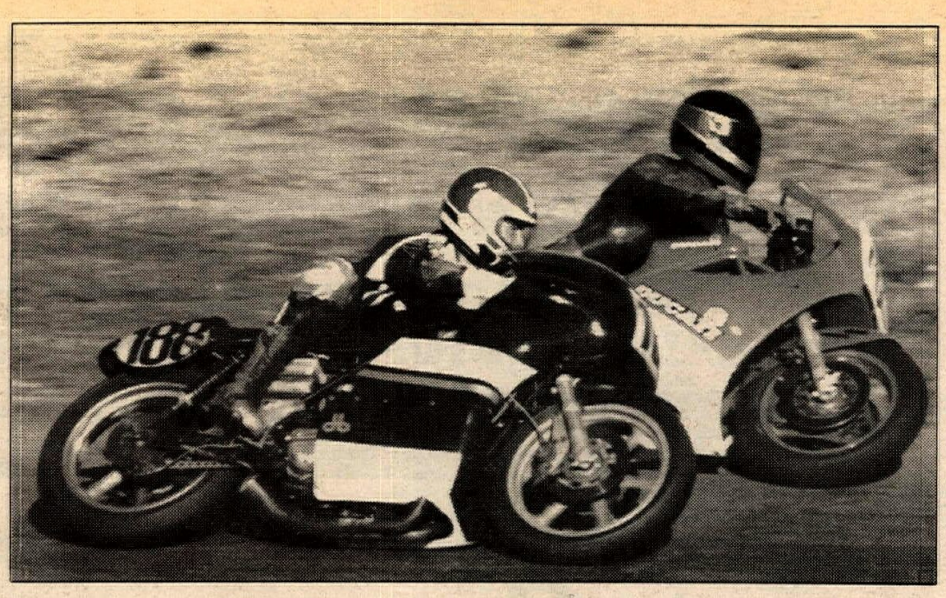
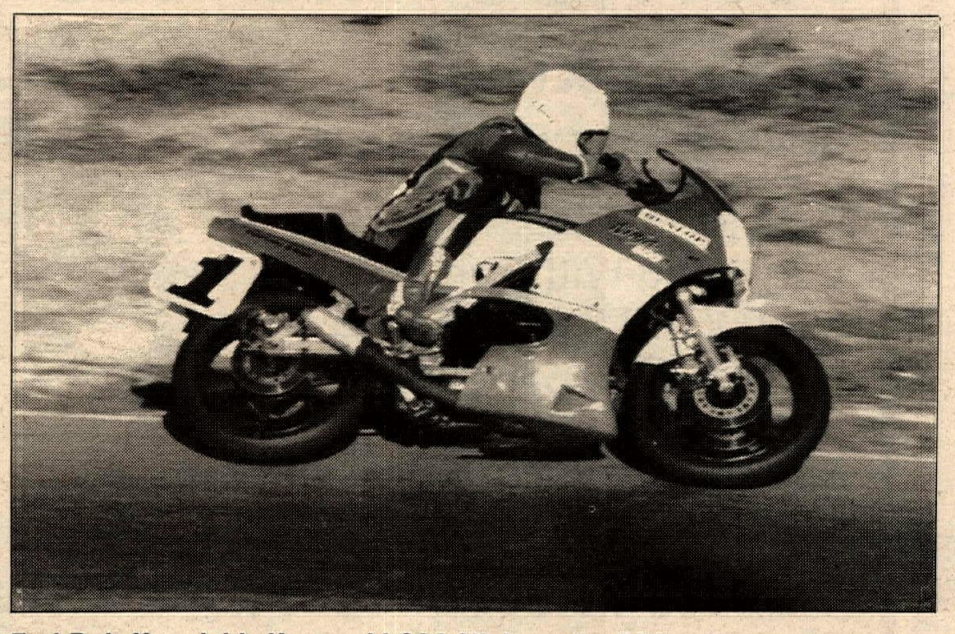


Norton-mounted Fred Eiker (188) and Ducati rider Kevin Erion battle in the Heavyweight BoTT final at Riverside International Raceway.



Earl Roloff took his Kawasaki 600 Ninja to the 600cc Superstreet class win at Riverside and picked up another championship.

60 NOV: 1. Terry Parsons.
60 EX: 1. Bobby Morales.
80 INT: 1. Dustin Evans; 2. Joel Tokarsky; 3. Derek Natvig.
80 BEG: 1. Tim Enoch; 2. Brandon Mistrippolito; 3. Richard Walsh.
80 NOV: 1. Blue Chavira.
125 BEG: 1. Mike Cosaert; 2. Ty Bergman; 3. Paul Northrop.
125 NOV: 1. Jeb Brock; 2. James Hansen; 3. Jeremy McGrath.
125 INT: 1. Scott Murphy; 2. Brock Suter; 3. Jamie Morabito.
125 PRO: 1. Willie Surratt; 2. Ty Davis; 3. Mike Healey.
250 BEG: 1. Todd Krost; 2. Robbie Dunham; 3. Kurt Prather.
250 NOV: 1. Mark Matteson; 2. Brian Nall; 3. Kurt Strommer.
250 PRO: 1. Ken Zahrt; 2. Todd Campbell; 3. Craig Candy.
500 BEG: 1. Mike Feulner; 2. Mike Martin; 3. Dave Elochs.
500 NOV: 1. Mike Sullivan; 2. John Adams; 3. Dave Simon.
OPEN INT: 1. David Bagwell; 2. Kenny Parry; 3. Ken Faught.
OPEN PRO: 1. Brian Myerscough; 2. Greg Blackwell; 3. Kurt Sofka Jr.
TEAM RACE
PRO/INT: 1. Surratt/Myerscough.
BEG/NOV: 1. Kirk Page/Scott Bennet.

Autrey edges Clark at Woodland MX

By Derryl Anderson

WOODLAND, WA, DEC. 21

Dean Autrey's 1-2 edged out Chris Clark's 2-1 today to take the overall win in the 250cc class of the scrambles held at Woodland Motocross Park. There was plenty of controversy in moto two however. Clark's last lap pass of Autrey was said to have occured under a yellow flag which changed Clark's finish to a 2-2.

In moto one Autrey got the holeshot ahead of Reed Eilts, Clark, Eddie Gerrish, Barry and Ken Swires. Gerrish lost it in turn three and had to play catch up. By lap two Autrey had a 20-yard lead on Clark, who had just moved by Eilts. On lap three Eilts crashed and took a while to get going again. With a lap to go Gerrish was up to fourth, but needed more time to catch the leaders. At the flag it was Autrey, Clark and then 40 yards back to Ken Swires, Gerrish and the others.

In the final moto Autrey got the lead once again followed by Gerrish, Clark and Eilts. Ken Swires lost control right in front of the flagger on lap two, while the front trio ran ultra close. For three laps Clark and Gerrish exchanged positions, sometimes several times per lap. Barry Swires fell on lap six and did not restart. Meanwhile Clark was pressuring Autrey and with one lap remaining he passed the leader on the backstretch. According to some the yellow flag was still out from Swires' crash. At the end it was Clark, who looked excellent, then Autrey, Gerrish and Eilts. The claimed yellow flag pass by Clark put him back to second as Autrey was declared the final and overall winner.

In the first moto of the Open class Jim Servo made his first appearance in a long time at Woodland. Servo wasted little time in grabbing the holeshot ahead of Dave Stering, Perry Tonsgard and Mike Niday. Servo soon enjoyed a 20-yard lead over the others, who were running very close together. Tonsgard passed Stering, but the trio remained close for another lap. Servo was smooth, now with a 25-yard lead over Tonsgard and Niday, who were 15 yards ahead of Stering. At the checkered flag the order remained the same.

In the final moto Servo got the holeshot and went wire-to-wire for the win followed in order by Tonsgard, Niday and Sterling.

Results

WEE PEE WEE: 1. Robert Holtgren; 2. Joshua Currey; 3. Ryan Knipe.
PEE WEE: 1. Mike Fetty.
MINI: 1. Ryan Anderson.
125: 1. Eddie Gerrish.
250: 1. Dean Autrey; 2. Chris Clark.
OPEN: 1. Jim Servo; 2. Perry Tonsgard; 3. Mike Niday.
4-STRK OPEN: 1. Rick Mscichowski.

Eiker, Roloff and Soyka crowned at Riverside RR

RIVERSIDE, CA, DEC. 21

Riverside Raceway, a circuit that hasn't seen club racing action for some time, was the location for the final ARRA meeting for the 1986 season. With more than a few class titles at stake, racing conditions were ideal with fair temperatures, sunny skies and a distinct lack of Willow Spring's gusting winds.

Norton-mounted Fred Eiker came into the final Heavyweight BoTT race with a slim five-point advantage over Ducati-mounted Earl Campbell and the BSA of Bates Leather's Mick Olfield, but Kevin Erion and his Ducati F1 led from the flag and immediately set a quick pace.

F-1-mounted Trevor Dunne shadowed Erion on the initial lap with Bill Fennessy third, Campbell fourth and Eiker and Olfield buried in midpack. By lap two, Erion maintained a slim lead over Dunne, with Tom Sharp's Harley-Davidson in third and Eiker in fourth spot after slicing through the pack and displacing Campbell to fifth.

While Dunne pressured Erion hard on lap three and took the lead, Eiker and Olfield were charging and had moved into third and fifth, respectively. Sharp, meanwhile, still held down fourth spot. Lap four saw the leading trio of Dunne, Erion and Eiker pull slightly away from the Sharp-Olfield battle for fourth. The three riders were charging into turn six, a tricky, downhill left-hander, three abreast and none of the three had any apparent advantage over the others. But Dunne paid dearly for his speediness and crashed on lap five, handing the lead back to Erion, who led Eiker by the slimmest of margins.

Olfield was hounding Sharp for third place honors and got by on the last lap, giving him a third place finish for the day as well as a third overall for the year in the big-bore BoTT division. Eiker was content to finish in second spot for the day and earn the class championship for his efforts while Erion capped his weekend with a win and a load of confidence for next year.

Kawasaki 600 Ninja-mounted Earl Roloff easily won the A portion of the 600cc Superstreet race - and his second consecutive 600 Superstreet class championship - despite hard riding by Honda 500 Interceptor-mounted Calvin Rayborn III and Terry Statum on a Yamaha.

Roloff grabbed the holeshot in the event with Todd Rawson close behind in second and Rayborn in third, but at the end of the second lap, Rawson fell hard in turn nine and the race was red-flagged and restarted, without Rawson.

Roloff again took command with Rayborn in second, Statum third and Yamaha-mounted Roddy Rodstein in fourth. At the halfway point Roloff stretched his lead to three seconds over the ridiculously out-motored Rayborn, who was riding a borrowed 500 Honda, with Rodstein third and Statum fourth. Roloff won easily over Rayborn by four seconds, but Statum passed Rodstein for third on the final lap.

Part B of the 600cc Superstreet card

saw Kawasaki-mounted Jeff Hoppner holeshot and win easily over Matt Smith, Alexander White and Darcy DeCosta, all on Yamahas. Smith and White put on an excellent show for the spectators, swapping positions and dicing the entire race. Roloff won the class championship, with Dave Morris second, Michael Graves third and Calvin Rayborn III fourth.

Birgit Soyka, the astoundingly quick female rider from West Germany, sewed up the 450cc Modified Production title with her fifth place finish on the John Lassig-tuned Yamaha 350.

Soyka turned in a gutsy performance, riding and finishing the race with a broken hand suffered earlier in practice that morning. Roddy Rodstein won the event with Tony Matthews second and Alan Fernandez third; all were aboard Yamahas.

The Open Superstreet race saw the return of Dave Emde to competition. Suzuki GSXR1100-mounted Emde won easily over second place finisher Dave Mallory and Kenny Kopecky, both also aboard Suzuki 1100s. Kopecky won the Open Superstreet title with his third place finish with John Rosenberg second overall and Chris Mallory third for the year.

Cycle Magazine's Daniel Coe, aboard his Phil Shilling-tuned Rotax, walked away with the Formula Two honors and made it look rather easy. TZ250-mounted John Glover ended up second with Todd Rawson third. Coe reportedly will compete in the 250cc Grand Prix class (formerly titled Formula Two) at Daytona this spring, and should do well if his machinery can go the distance.

Earl Smith, president of the ARRA, feels that 1986 was a good year, both for his club and for club racing in general. Smith would like to thank Dave Alexson of IRI Incorporated Insurance Co. for making ARRA racing possible in '86 by increasing the club's coverage and lowering premiums at the same time. ARRA's first race of the '87 season will be held on January 31st at Willow Springs International Raceway in Rosamond, California. The ARRA awards banquet will be held on January 17th; for more information, give Smith a call at 805-966-5700.

Steffy steals show at Woodland MX

By Derryl Anderson

WOODLAND, WA, DEC. 13

Scott Steffy ran away with a 1-1 victory in the 125cc Pro class in today's motocross at Woodland Motocross Park.

Steffy led the pros off the line followed by Bryan Birkestol, Steve Friesen, Darrell Martens, Oren Bray, Larry Kuebler and Robb Manning. On lap two Birkestol went around Steffy and took the lead momentarily. By lap three Steffy had repassed Birkestol and took over the lead for good. Steffy looked smooth and stylish as he constantly cleared the double double section. Very few riders other than the pros were clearing the doubles. Even Steffy and a couple of other pros had a problem at least once through that section. Friensen and Martens moved into second and third while Manning got by Kuebler on lap five. At the checkered flag the order was Steffy, Friensen, Martens, Bray, Kuebler and Birkestol.

It was a nice, sunny day at Woodland as Steffy grabbed the holeshot in the final moto ahead of Friensen, Martens, Manning, Bray, Birkestol and Kuebler. Kuebler was on the move as he worked his way up to fourth. Meanwhile Steffy was cruis-

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PHOTO BY DERRYL ANDERSON

Scott Steffy (202) leads Darrell Martens (32) during the 125cc Pro race at Woodland MX. Steffy took the win while Martens finished third.

ing out front with a 30-yard lead on the other pros. With a lap to go Manning, Bray and Birkestol all had problems, which kept them from finishing. At the finish it was Steffy, Friesen, Martens and Kuebler.

In the Old Timer Novice class David Nyblom took the holeshot ahead of Ed Parsons, Charles Kent, Jay Eby and Charlie Burchinal. On lap two Burchinal had a problem and lost a lap as did Eby on lap three. Meanwhile Nyblom increased his lead to 35 yards over Parsons and the others. At the checkered flag it was Nyblom, Parsons, Kent, Eby and Burchinal.

In the final moto Nyblom got the initial lead followed by Burchinal, Eby and Kent. Eby moved up to run second for several laps, but towards the end he had a problem and dropped back to fourth, which allowed Burchinal and Kent to move up. For several laps the old timers chased each other but the order remained the same. At the finish it was Nyblom, Burchinal, Kent and Eby.

Results

PEE WEE JR: 1. Ira Watson (Kaw); 2. Seth Stuen (Kaw).
PEE WEE SR: 1. Jason McCormick (Kaw); 2. Arric Staples (Kaw).
MINI B: 1. Dan Ulven (Kaw); 2. Adam West (Yam); 3. Jon Kuebler (Hon).
MINI C: 1. Rian Gant (Suz); 2. David Parks (Yam); 3. Shad Reed (Yam).
125 B: 1. Rick Jackson (Hon); 2. Darek Hughes (Hon); 3. Bobby Steiner (Kaw).
125 C: 1. Jason Crandell (Suz); 2. Mike Hobeck (Kaw); 3. John Hilbert (Hon).
250 B: 1. Kelly Butler (Yam); 2. Scott Bergren (Hon); 3. Phillip Nichols (Hon).
250 C: 1. Ron Hopla (Kaw); 2. Steve Cathey (Suz); 3. Eddie Isackson (Hon).
OPEN B: 1. Larry Winters (Suz); 2. Wayne Nyblon (Hon); 3. Dennis O'Neil (Hon).
OPEN C: 1. Bob Johnson (Hus); 2. John Murphy (Hon); 3. Bret Kallberg (Hon).
OT EX: 1. Jim Lamkin (Hon); 2. Roger Knight (Yam); 3. Gary Bonds (Hus).
OT AM: 1. Chris Greene (Kaw); 2. Jim Newman (M-S).
OT NOV: 1. D. Nyblom (Hon); 2. Charles Kent (Yam); 3. Charlie Burchinal (Hon).
UTH: 1. Ted DeVol (Hon); 2. Jeff Salsman (Suz); 3. Greg Johnson (Suz).
OTH B: 1. John Murphy (Hon).
OTH C: 1. Mike Vannoland (Kaw); 2. Wayne Kent (Yam); 3. Jim Cole (Hus).
125 PRO: 1. Scott Steffy (Yam); 2. Steven Friesen (Hon); 3. Darrell Martens (Yam).
250 PRO: 1. Mike Larson (Hon).

Slusarek smokes Ben Geren GP

By Bart Winters

FORT SMITH, AR, NOV. 23

Over 150 riders were on hand for the Second Annual Ben Geren Grand Prix held at the county park in Fort Smith. The nine mile course featured grassy fields, creek trails, wooded sections and short pavement stretches. In the Expert ranks Jeff Slusarek scored the victory after the early leaders DNF. Many top riders from all segments of racing showed up for the race including ex-AMA pro motocrosser Trey Jorski and current WERA road racer Alfred Bernard in addition to all the local regulars.

In the Expert class it was Jorski who took the early lead on his Suzuki RM250, but Yamaha rider Rick Kirk was close behind. Jorski and Kirk traded the top places for the first four laps of the race, while Slusarek maintained third. On lap seven Jorski and Kirk both dropped out with mechanical failures, handing the victory to Slusarek. The Palmer brothers, Vic and Mike, rode their Four-Stroke Huskys to second and third positions, respectively.

In the Over 30 division, Dan Richards, Jr., improved on his second place finish of a year ago by taking the victory in that class on his Honda XR250. Second place went to Robert Harrower on a Yamaha.

This event grows each year thanks to industry sponsors like Malcolm Smith Distributing, Hi-Point Racing, Ed Tucker Distributing and Arthur Fulmer Helmets.

Results

100 YTH: 1. Creed Wells; 2. Benny Richards; 3. Berry Coffman.
200 AM: 1. (TIE) Mark Shultz/Les Summey; 3. Pat McDonald.
250 AM: 1. David Pierson; 2. David Hickman; 3. Mike McCutchen.
OPEN BEG: 1. David Foley; 2. Red Bugs; 3. Chuck Cline.
OPEN AM: 1. Tracy Kramer; 2. Tony Curtis; 3. Wesley Wallac.
OVER 30: 1. Dan Richards, Jr.; 2. Robert Harrower 3. Ron Appleman.
EX: 1. Jeff Slusarek; 2. Vic Palmer; 3. Mike Palmer.

Daniel wins FRA Great Pumpkin Enduro

By Kay Hopkins

LUCERNE VALLEY, CA, NOV. 23

On his first ride on a new 490YZ, Granada Yamaha's Rick Daniel took the overall victory in FRA's (Family Racing Association) Great Pumpkin Enduro. Losing just 1.45, Daniel was followed closely by GP Racing-sponsored Grant Palenske (1.65) Tony Casaga took third place with 1.98.

Dana Bell took the A Women's class. In the one loop division, Lori Bortree was first B Woman, and Jean Hetherington was first C Woman. Ryan Stenberg had an impressive ride losing 3.00 to capture the Min class first place position, with Evan Cevene taking second and Scott Watters in third place.

Due to an unfortunate speedometer error Saturday afternoon prior to the race, this was unusually difficult for a family enduro. A great number of people missed the finish check because they followed other riders instead of watching the ribbon on the course. Because it did not change the outcome of the race results, the check was eliminated. Congratulations to all winners and entrants who rode this event.

Saturday's poker run gave all riders the opportunity to enjoy a fun 10-mile course while trying their luck at winning cash prizes.

Results

AA
VET OPEN: 1. Randy Liebig (KTM); 2. Ken Lewis Jr. (Yam).
VET 250: 1. Dean McCoy (KTM); 2. Robert Burtis (Yam).
SSR: 1. Ed Mazenko (Hon); 2. Gordon Dickson (Hon).
SR 250: 1. Harry Keast (C-A).
OPEN: 1. Rick Daniel (Yam); 2. James Bortree (Hon); 3. Jack M. Simmerman (Yam).
4-STRK 250: 1. Fred Hayes (Hon).
250: 1. Grant Palenske (Hon).
200: 1. John Pomo (Kaw).

A
WOMEN: 1. Dana Bell (Yam).
VET OPEN: 1. Sam Bell (M-S); 2. Michael J. Hoehl (Hus); 3. Chuck Wheat (Hon).
VET 250: 1. Steve Bebeck (Hon); 2. Chris Stapleton (KTM): 3. Glenn Larson (Hus).
SSR: 1. Gus Paull (Hus); 2. Noel Cobbs (KTM); 3. Marty Beck (Hon).
SR OPEN: 1. Bill Daniel (Hus); 2. Tim Cole (Yam); 3. Bob Neal (Hus).
SR 250: 1. Gregg Turk (Yam); 2. Ed Stenberg (Yam); 3. Mike Harper (Hus).
OPEN: 1. John Uhern (KTM); 2. John Owen (KTM); 3. Randy Bellieu (KTM).
4-STRK OPEN: 1. Skip Christy (KTM); 2. Gary Zweifel (ATK); 3. Dave Riker (Hon).
4-STRK 250: 1. Randy Bustamante (Hon); 2. Martin Blais (Hon).
250: 1. Craig Stenberg (Yam); 2. Rusty Adams (Hon); 3. Larry Earwood (KTM).
200: 1. Tony Casaga (Yam); 2. Scott Jacobsen (Kaw); 3. Rick Roddewig (Kaw).

B
WOMEN: 1. Lori Bortree (Suz); 2. Stephanie Neesby (Hus); 3. Diane Bainbridge (Hon).
VET OPEN: 1. Neil Eggensperger (Hus); 2. R.A. Shedlock (Yam); 3. Doug Dail (KTM).
VET 250: 1. Eric Davies (Yam); 2. Gary Beck (KTM); 3. Russell Pike (Hus).
SSR: 1. Leroy M. Miller (Hon); 2. Bill Neely (Hon).
SR OPEN: 1. Gary Nolen (Hus).
SR 250: 1. Randy Martin (KTM).
OPEN: 1. Bruce Ashmore (Yam); 2. George Nazaroff (Hon); 3. Kevin Kubachka (Hon).
4-STRK OPEN: 1. Dave Vogel (Hon); 2. Ed Wemmer (Hon); 3. Lars Jorgensen (Hon).
4-STRK 250: 1. Mike Baumann (Hon).
250: 1. Mark Denning (Yam); 2. David Van Hulzen (Yam); 3. Robb McClelland (Yam).
200: 1. Robert Keller (Yam); 2. Jamie Riker (Yam); 3. Joseph Tabush.

C
WOMEN: 1. Jean Hetherington (Hon); 2. Diana Bullard (Yam); 3. Leslie A. Hobensack (Yam).
VET OPEN: 1. Doug Krausman (Hon); 2. Kurt Anderson (Yam); 3. Larry Harris (Hon).
VET 250: 1. Graeme Nicholls (Yam); 2. Jerry Searles (Yam); 3. Gary Churchill (Kaw).
SR OPEN: 1. Jim Kilbuss (Hon); 2. Dave Lewis (Hon); 3. Barry D. Show (Hon).
SR 250: 1. Bill Swan (Hus); 2. Ron Hetherington (Yam); 3. Mike Lee (Hus).
OPEN: 1. Thane D. Rivers (KTM); 2. Danny Richard Latham (Yam); 3. Vern Carrell (Yam).
4-STRK OPEN: 1. Rick Lucas (Hon); 2. Earle Kellett (Hon); 3. Drummond Evans (Hon).
4-STRK 250: 1. David Klim (Hon).

250: 1. Doug Hughes (Hon); 2. Eric Plamquist (Yam); 3. Steven Beeler (Hon).
200: 1. Robert White (Hon); 2. Brad Gee (Yam); 3. Greg Bratachie (Yam).
MINI: 1. Ryan Stenberg (Yam); 2. Evan Cevene (Hon); 3. Scott Watters (Hon).

Horban hot at Grants Pass ST

By Clay Light

GRANTS PASS, OR, DEC. 19-20

AMA expert flat tracker Robert Horban stole the show during two consecutive nights of indoor short track racing at Josephine County Fairgrounds in Grants Pass. Horban won the Open A and Open Pro main events on Friday night and Saturday night's Open A main.

Local Grants Pass rider Wayne Frampton opened up the evening by capturing top laurels in two classes, winning the 80 and 125cc A mains. In the 80cc final it was Travis Berry and Jo Don Ireland giving Frampton trouble, but to no avail and were doomed to the number two and three spots. Kristin Cowan gave Frampton fits in the 125cc main but again, Frampton was not to be denied, Chad Berry was third.

Bob Ingle came out on top of a sensational race in the 250cc A main, riding with a much mellower style than in the past. Ingle held off Mike Hamilton and Eric Sargent to take home top brass. Horban motored off the line in the Open A main and made a killing, hitting lapped traffic en route to a win over Jack Killer and Herb Courier.

Friday night's thriller came in the form of the Open Pro main event with a healthy chunk of Rich Word's money on the line. Horban once again blasted to the front of the pack, leaving a squabble for second place loot between motocrosser Hamilton and Ingle. Horban was long gone and took win number two after a lengthy layoff from racing with Hamilton taking second.

Saturday night's program included another two class thrashing by Frampton, winner of the 80 and 125cc A main events for the second night in a row. Frampton's closest foes were Brett Brashears in the 80cc ranks and Cowan in the 125cc final.

The 250cc class was so huge, a C and B main were in order to trim the field down to eight for the 250cc A main event. In the 250cc B main, Kevin Goodson took the win and the transfer to the elite A main by beating Gary Braden and Rick Valentine. The fourth main went to Hamilton over Ingle and Luke Jacobson.

Horban got his only taste of victory in the evening's program by topping the Wytcherley brothers in the Open A main event. Horban got a taste of defeat in Saturday's high light, which was the Open Pro main. Hamilton was too much for the competition and celebrated a double win of his own over Horban and Ingle to finalize the weekend's racing.

Results

FRIDAY
PEE WEE A: 1. Tommy Contento; 2. Chris Sheets; 3. David Hatch.
80 A: 1. Wayne Frampton; 2. Brett Brashears; 3. Jo Don Ireland.
125 A: 1. Wayne Frampton; 2. Kristin Cowan; 3. Chad Berry.
250 A: 1. Bob Ingle; 2. Mike Hamilton; 3. Eric Sargent.
OPEN A: 1. Rob Horban; 2. Jack Killen; 3. Herb Courier.
OPEN PRO: 1. Rob Horban; 2. Mike Hamilton; 3. Bob Ingle.
SATURDAY
60 A: 1. Jo Don Ireland; 2. Matt Williams.
80 A: 1. Wayne Frampton; 2. Travis Berry; 3. Jo Don Ireland.
125 A: 1. Wayne Frampton; 2. Kristin Cowan; 3. Jason Lewis.
250 A: 1. Mike Hamilton; 2. Bob Ingle; 3. Luke Jacobson.
OPEN A: 1. Rob Horban; 2. Randy Wytcherley; 3. Mark Wytcherley.
OPEN PRO: 1. Mike Hamilton; 2. Rob Horban; 3. Bob Ingle.

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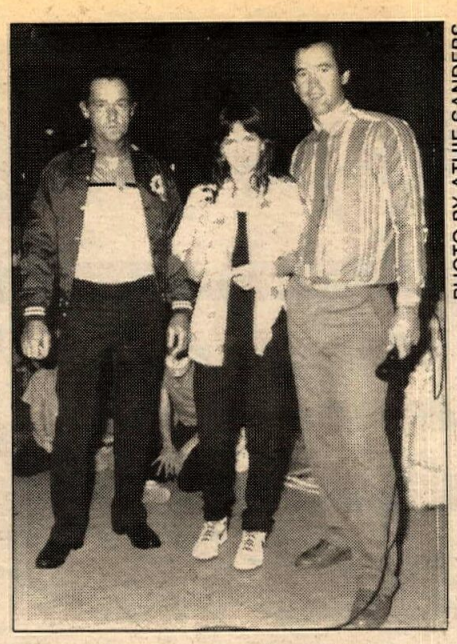
PHOTO BY ATHIE SANDERS

Gina Perry won a new Kraft Line trailer at Dade City Raceway's Awards Banquet.

Dade City Raceway hosts 1986 Awards Banquet

By Athie Sanders

DADE CITY, FL, DEC. 5

Dade City Raceway played host to over 400 people at its 6th Annual Track and Point Series Championship Awards Banquet held at St. Leo's College. Gina Perry, Ronnie Renner, Mike Cook, David MacNeal, Ricky Hampshire, Sean Smeltzer and Kenny Yoho received awards for finishing first in their respective classes during the 1986 season.

Over $12,000 in contingency prizes were presented to competitors by promoter Randy Yoho, who served as master of ceremonies for the banquet. Kraft Line Trailers, Barney's Yamaha, BG Products, Cahill's Yamaha, Dunlop Tires, Honda West, Scott USA, Honda of Leesburg, RJ Advertising, Honda-Kawasaki of Lakeland, Action Pressure Cleaning Systems, Amb's Yamaha, Honda World, Answer Products, ND Spark Plugs, Motorcycle Stuff, Honda of Brandon, Bel-Ray, Mike's Yamaha, Bell Helmets, Pasco Cycle, Carlisle Tires, Brandon Kawasaki, PJ-1 Oils, Kawasaki-Suzuki of Lake Wales, Kawasaki of Ocala, T & D Yamaha, Motorcycle Enthusiasts, Yamaha of Brandon and Honda of Crystal River were all sponsors of this year's contingency program.

Perry received a Kraft Line trailer by winning the drawing of the high points winners. Mike Rogers received a Honda Z50 donated by Honda West, and Kenny Johnting an air compressor, donated by Action Pressure Systems, as door prizes.

Yoho presented Al Vogel, head of Pasco County Fair Association, a desk set as an expression of appreciation to the association for their support of Dade City Raceway. "It amazes me, to come back here each year and see the growing number of families participating in motocross. I just wish people with nothing but bad vibes for motorcycles could see this," Vogel said.

Yoho announced incentives for next year's program, including a Yamaha of their choice for the top 80cc, 125cc, 250cc and Open class winners.

Results

1986 POINTS CHAMPIONSHIP SERIES
PEE WEE: 1. Jarrett Tipping; 2. Ronnie Renner.
60: 1. Kenny Yoho; 2. Josh Latina; 3. Jarrett Tipping.
80: 1. Sean Smeltzer; 2. Mike Meffert; 3. Greg Broedling.
125: 1. Ricky Hampshire; 2. Joe Pearce; 3. Jim Moore.
250: 1. David MacNeal; 2. Kenny Johnting; 3. Robert Noa.
OPEN: 1. Mike Cook; 2. Jeff Pingel; 3. Rudy Savelli.
SRS: 1. Ronnie Renner; 2. George Tipping; 3. Gerald Nuccio.
WOMEN: 1. Gina Perry; 2. Laurie Hampshire; 3. Tracy Moore.
TRACK CHAMPIONSHIP RACE
PEE WEE: 1. Ronnie Renner; 2. Jarrett Tipping.
60 AM: 1. Kenny Yoho; 2. Ronnie Renner.
60 NOV: 1. Kim Sybert; 2. Jason Little.
80 A: 1. Sean Smeltzer.
80 B: 1. Mike Meffert; 2. Anthony Paggio.
80 C: 1. John Lake; 2. Chris Davis; 3. Bryan List.
80 BEG: 1. Charles Ennis; 2. Jason Ison; 3. Mike Bennett.
125 A: 1. Glenn Somerville.
125 B: 1. Chuck Sybert; 2. Ricky Hampshire.
125 C: 1. Matt Scarrett; 2. Kevin Jorah; 3. Brad Ruel.
125 BEG: 1. Anthony Paggio; 2. Duane Dooley; 3. Rob Proctor.
250 B: 1. Dave Ellis; 2. Kenny Johnting.
250 C: 1. Mike Scarrett; 2. Todd Williamson; 3. Steven Blakely.
OPEN NOV: 1. Rudy Savelli; 2. Jeff Pingel.
SRS: 1. Dave Ellis; 2. Rusty Blevins; 3. Gary Burr.
SS: 1. George Tipping.
WOMEN: 1. Beth Rewis.

Spring snags Roseburg MX

By Clay Light

ROSEBURG, OR, DEC. 14

Honda-mounted Rob Spring came away with top brass in the 250cc Junior class at Clark's Branch Raceway in Roseburg after slingshotting to two impressive moto wins. Also winners during the day were Ryan Huffman, winner of the combined 80cc class and Tony Graves, victor in the 125 and 250cc Intermediate events.

In the first combined 250cc Junior/Intermediate race it was the Kawasaki of Curt Cunningham and the Honda of Graves leading the competition with Spring and Honda jockey Brian Senn leading the C class competition in third and fourth. Cunningham did a superb job of maneuvering his KX into a lead he would take to the finish over Graves. Spring did the deed in the C class portion over Senn and Mike Wilkinson. Moto two had Graves getting the nod for the overall B win via 2-1 rides while Spring used his flawless 1-1 tally to take top C brass over Wilkinson (3-2) and Alan McComb (4-3).

Graves had some stiff competition in the 125cc B class from Team Green riders Cunningham and Jeff Daily. Graves got out front in moto one and held off a hoard of fast locals consisting of Cunningham, Daily, Monty Spalding and Chris Nicholls. Moto two was much the same as Graves again did his famous disappearing act and went on to log a 1-1 performance, good for his second overall win of the day to beat Daily (3-2) and Cunningham, who was third.

Huffman has recently called it quits in the 60cc class and is now concentrating on the larger 80cc machinery, riding for Yamaha support. Today Huffman was the only B rider on hand and ran with a large group of C riders. Huffman taught the C riders a lesson in the agony of defeat as the diminutive speedster went on to a total demolition of both motos. Travis Berry was Huffman's closest competition and carded 1-1 rides to bag the C class over Shawn Highland and Californian Greg Church.

In the 30-40 class it was a classic showdown between Honda pilots Rod Nordstrom and Gary Bault, who was making his class debut. The two ex-pro riders put on a super display of throttle work for the spectators with Nordstrom taking top cash with 1-1 rides to beat Bault (2-2).

Results

OPEN C: 1. Scott Pfaff (Hon); 2. Steve Agee (Hus); 3. Todd Phibbs (Kaw).
250 C: 1. Rob Spring (Hon); 2. Mike Wilkinson (Yam); 3. Alan McComb.
125 C: 1. Chad Berry (Hon); 2. Fred Nordstrom (Hon); 3. Greg Church.
80 C: 1. Travis Berry (Yam); 2. Shawn Highland (Kaw); 3. Greg Church.
60 C: 1. Doug McKuhn (Hon); 2. Steve Wilson (Hon); 3. Eric Moak (Kaw).
125 B: 1. Tony Graves (Hon); 2. Jeff Daily (Kaw); 3. Curt Cunningham (Kaw).
250 B: 1. Tony Graves (Hon); 2. Curt Cunningham (Kaw); 3. Chris Nichols (Kaw).
OPEN B: 1. Frank McKuhn (Hon).
60 B: 1. Shawn Highland (Kaw).
80 B: 1. Ryan Huffman (Yam).
30-40 $: 1. Rod Nordstrom (Hon); 2. Gary Bault (Hon).
30-40 C: 1. Steve Agee (Hus); 2. Joe Brumbeck (Hon).
OT $: 1. Gary Highland (Hon).
OT C: 1. Don Colt (ATK); 2. Charlie Harter (Mai); 3. Jim Donovan (Hon).
PEE WEE: 1. Jeff Kirkman (Yam); 2. James Kirkman (Suz).

Daniel takes Yuletide Enduro

By Kay Hopkins

LUCERNE VALLEY, CA, DEC. 7

In spite of cold weather and some hot competition, AXO and Granada Yamaha-sponsored Rick Daniel for the second month in a row took first overall in FRA's (Family Racing Association) Yuletide Enduro. Daniel, with a score of 5.288 was just ahead of Honda-mounted David Burke with 5.345. Burke is a top National rider from Colorado.

One-loop honors go to Daniel Hapner, also sponsored by AXO and Granada Yamaha. The Women's A class winner was Jerilyn Poznoff, Jemie Lynn Salum took first B Women and Leslie Hobensack, also on a Yamaha was first C Woman.

Every rider, checker and family member deserves congratulations for braving the rain, hail, snow and extremely cold weather to participate in the Yuletide. The checkers had difficulty writing on wet score cards, and many cards were totally unreadable, resulting in some unfortunate DNF's. All in all, it was quite an experience for southern California desert enduro riders.

Results

AA
VET OPEN: 1. Ken Lewis Jr. (Yam).
VET 250: 1. Robert Burtis (Yam).
SSR: 1. Ed Mazenko (Hon).
SR OPEN: 1. David Sweeney (Hus).
SR 250: 1. Harry Keast (C-A); 2. Gerry Urban (Yam).
OPEN: 1. Rick Daniel (Yam); 2. James Bortree (Hon); 3. Jack M. Simmerman (Yam).
250: 1. David Burke (Hon); 2. Randy Pretzer (Yam).
200: 1. John Pomo (Kaw).
A
WOMEN: 1. Jerilynn Poznoff (Yam).
VET OPEN: 1. Chuck Wheat (Hon); 2. Michael J. Hoehl (Hus).
VET 250: 1. Steve Bebeck (Hon); 2. Glenn Larson (Hus); 3. Eric Davies (Yam).
SR OPEN: 1. Richard Claypoole (Yam); 2. Bob Neal (Hus); 3. Roger Cooper (M-S).
SR 250: 1. Bill Simpson (Kaw).
OPEN: 1. Mike Smith (Yam); 2. John Uhern (KTM); 3. Matt Van Gordon (Yam).
4-STRK OPEN: 1. Dave Riker (Hon); 2. Skip Cristy (KTM); 3. Gary Zweifel (ATK).
4-STRK 250: 1. Michael Thompson (Hon); 2. Martin Blaise (Hon); 3. Randy Bustamante (Hon).
250: 1. Clint Carmen (Yam); 2. Mike Schmardebeck (Hus); 3. Larry Earwood (KTM).
200: 1. Tony Casaga (Yam); 2. Mike Chamberlain Jr. (Yam).
MINI: 1. Daniel Hapner (Yam).
B
WOMEN: 1. Jemie Lynn Salum (Yam).
VET OPEN: 1. R.A. Shedlock (Yam); 2. Jim Rucker (Hon); 3.Alan Poznoff (Hus).
VET 250: 1. Russ Bauer (Yam); 2. Robert Johnson (Kaw); 3. Ron W. Nunnally (Yam).
SR 250: 1. Dirk McClellan (Yam).
OPEN: 1. Dana Baker (Mai); 2. James L. Jones (Hon).
4-STRK OPEN: 1. Rick Lucas (Hon); 2. Chris Jonnum (Hon); 3. Tracy Demuro (Yam).
4-STRK 250: 1. Mike Baumann (Hon); 2. Dave Boston (Hon); 3. Chuck Dempsey (Hon).
250: 1. Sean Keast (C-A); 2. Robb McClelland (Yam); 3. Bob McClelland (Yam).
200: 1. Jamie Riker (Yam); 2. Joseph J. Tabush (Yam); 3. Mark Fisher (Kaw).
C
WOMEN: 1. Leslie Hobensack (Yam); 2. Susan Howey (Kaw); 3. Kira Dunlap (Kaw).
VET OPEN: 1. Steve Evers (Hon); 2. Steve Jennings (Hus).
VET 250: 1. Robert Caddoo (Yam); 2. Brad Turner (Kaw); 3. Rick Early (Hon).
SSR: 1. Keith Anderson (Yam).
SR OPEN: 1. Jim Kolbuss (Hon); 2. Neil F. Kirkland (Yam).
SR 250: 1. Al Waters (Suz); 2. Jim Salum (Yam); 3. Richard Tomac (Yam).
OPEN: 1. Jeff Grant (KTM); 2. Stacy Bowen (Hus); 3. Vern Callell (Yam).
4-STRK 250: 1. Al Spangler (Hon).
250: 1. Joe Calleros (Suz); 2. Darren Rivers (M-S); 3. Steve Jenkins (Yam).
200: 1. Brad Gee (Yam); 2. Michael Puglisi (Yam); 3. Daniel Harvill (Kaw).
MINI: 1. Evan Cevene (Hon); 2. Richard Stephens (Hon).

Crosby captures LA County MX win

By Terry Rezek
PALMDALE, CA, DEC. 28

The California Racing Club held the last motocross of its 1986 season at Los Angeles County Raceway today. Many riders were trying hard to boost their points for the year, but the intensity was greatest and the luck the worst in the 125cc Novice race. Mike Crosby eventually came out the winner, when his closest competition crashed out.

Tony Qualls and Crosby kept their long rivalry going with a flashy start in moto one. Qualls was off the line first with Crosby berserking it around the outside of the first turn and was right on Qualls' back from the beginning. They were going at it hot and heavy when another rider, Doug Houston, crashed very hard right after a big jump where he could not be seen by oncoming riders. The race was stopped for some time while Houston was transported to Palmdale Hospital. He saw stars for a while, but was OK.

On the restart, Qualls was in the lead again, but Crosby was even closer and took the lead in lap two. Qualls was never more than a few bike lengths away, but could not get back past Crosby, who took the moto win.

As the flag dropped for moto two, it was Crosby who read the starter and led the pack out of the gate. Qualls was in a close second. Qualls went down in a hairpin turn halfway through the first lap and injured his knee. The moto was stopped again and Qualls also got a ride to the hospital for precautionary x-rays. His knee was badly bruised but otherwise OK. With Qualls gone, there was no one to challenge Crosby. He got the holeshot at the restart and ran away with the moto for two firsts and the overall 125cc Novice win.

Another 125cc rider, pro Eddie Hicks had no problem winning the first 125cc Pro moto as he flashed to an immediate lead and stayed there all the way. A.J. Whiting, on a new Cagiva ride, followed in second. Hicks seemed definitely off his stride in moto two. Dean Matson got the holeshot, followed by Whiting and Rick Ryan. Hicks came out of the gate in fourth position and could not better it. The spark was just not there and that fourth dropped him to second overall 125cc Pro. The top three were very close for three laps, then Whiting screamed around the outside of the start sweeper to take the lead. Ryan moved up soon after and tried many times to pass Whiting, including a last ditch effort at the checkered. To no avail; Whiting seems very satisfied with the Cagiva and took the first overall 125cc Pro win.

Ryan and Matson were back at it in the 250cc Pro race. 500cc Pro Dave Foltz led the parade of 250 and 500cc Pros and Intermediates at the beginning of moto one. Ryan was in second and working on Foltz when Foltz fell to the back. By this time, they had caught the slower Intermediates and Matson kept getting stuck in traffic. Ryan took the moto win with Matson in a crowded second. Matson led the second moto start with a 500cc rider between him and Ryan. Ryan soon got past the big bore and took the overall lead at the scoring tower at the end of lap two. Ryan and Matson finished first and second for the moto and the overall.

After Foltz went down in moto one of the 500cc Pro race, Tim Hanna moved from his close second to first and went on for the win. Kevin Allman came out of the back of the

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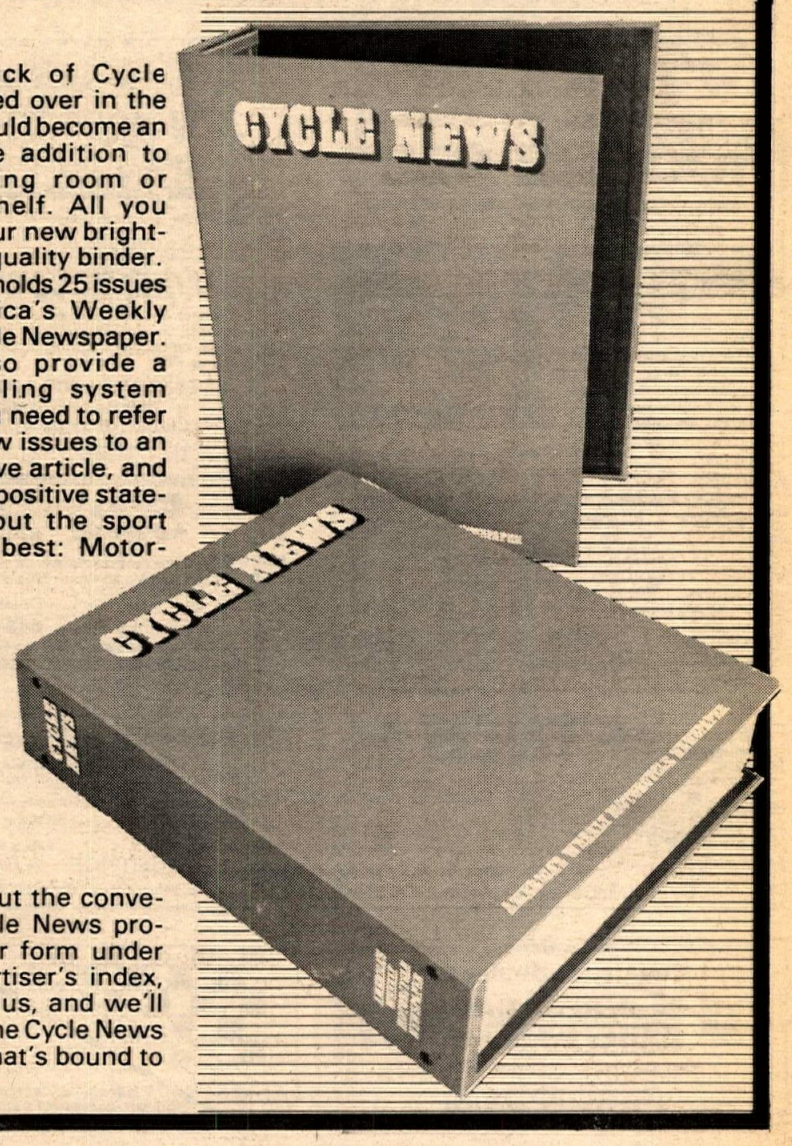

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PHOTO BY TERRY REZEK

John Jackson guided his Kawasaki to the win in the 250cc Beginner class at the CRC MX held at Los Angeles County Raceway.

pack to finish second 500cc Pro. In moto two, Allman grabbed the early lead and it was Hanna who had to come from behind. Allman won the moto and the overall with Hanna second.

Kevin Berry had an early lead in moto one of the 125cc Beginner race, but lost it to a hard-charging Rob Knemeyer on lap three. Berry held off Jason Yoshida for second right to the last turn when Berry stuck in a berm like he had hit a patch of glue. Yoshida slipped by for second with Berry getting third. Berry made sure he avoided the sticky spots in moto two and led all the way for the moto win. Knemeyer moved up to second quickly and that was all he needed for the overall win.

John Jackson led moto one of the 250cc Beginners from gate to flag, but got a bad start in moto two. He quickly caught up to the front-runners and waited. Sure enough, the leaders knocked each other down and Jackson danced around them for the lead and the overall 250cc Beginner win.

The 250cc Novice race was visited by a Japanese racer, Shega Nashumara, who rides for Yamaha of Japan. Chris Leiker, David Marshall, and Nashumara came off the line together at the start of moto one. They were never more than one length apart until lap five when Leiker stumbled, letting Marshall, Nashumara and Jon James past. Nashumara took the lead at the start of the last lap and scored the win, with James coming across second.

James got a nice holeshot in the moto two. Nashumara was learning to read the American sand and was right behind him. Nashumara stayed very close and took the first opening at the start of lap three to pass for the lead. Nashumara held on for the win and the overall with James getting another second.

Results

PEE WEE B: 1. Jerry Aleman (Yam); 2. Matthew Pickering (Yam); 3. Ceasar Galvez (Yam).

PEE WEE A: 1. Robby Hammond (Yam).

60 0-8: 1. Robby Hammond (Kaw); 2. Matthew Pickering (Kaw); 3. Jerry Aleman (Kaw).

60 NOV: 1. Joe Hicks, Jr. (Kaw); 2. Patrick Wade (Kaw).

80 STK BEG: 1. David Casada (Hon); 2. Rick Knox (Yam); 3. Brad Schultz (Kaw).

80 STK NOV: 1. Billy Dawson (Hon); 2. Edwards Jay (Suz); 3. Shawn Burke (Suz).

80 STK INT: 1. Dustin Evans (Suz); 2. Damon Huffman (Yam).

VET BEG: 1. Ron Wade; 2. Glen Welsh (Yam); 3. Alan Busby (Hon).

VET NOV: 1. Mark Lenke (Yam); 2. Wayne Ellis (Hon); 3. Bob Arellam (Hon).

VET INT: 1. Chris Burgeson (Yam); 2. Ken Renault (Hon).

VET EX: 1. Terry Davis (Hon); 2. Scott Freeman (Hon); 3. Andy Tancred (Yam).

WOMEN NOV: 1. Angie Sellers (Hon); 2. Kathy Jo Ehrp (Hon).

WOMEN INT: 1. Mindy Smith (Kaw); 2. Maria Gonzalez (Kaw); 3. KO Halfhill (Kaw).

WOMEN EX: 1. Tami Rice (Kaw).

125 BEG: 1. Rob Knemeyer (Hon); 2. Kevin Berry (Hon); 3. Jason Yoshida (Suz).

125 NOV: 1. Mike Crosby (Kaw); 2. Kenneth Arndt (Suz); 3. John Alexander (Hon).

125 INT: 1. Eric Hallgath (Yam); 2. Scott Murphy (Hon); 3. Todd Anders (Yam).

125 PRO: 1. A.J. Whiting (Cag); 2. Eddie Hicks (Kaw); 3. Rick Ryan (Hon).

250 BEG: 1. John Jackson (Kaw); 2. Chris Brown (Kaw); 3. Dan Augino (Hon).

250 NOV: 1. Shega Nashumara (Yam); 2. Jon James (Yam); 3. Chris Leiker (Yam).

250 INT: 1. Tim Telford (Hon); 2. Ray Groom (Hon); 3. Todd Broussard (Yam).

250 PRO: 1. Rick Ryan (Hon); 2. Dean Matson (Hon); 3. Bob Kline (Hon).

500 BEG: 1. Eddie Samu (Hon); 2. Robin Young (Hon); 3. Glenn Turner (Yam).

500 NOV: 1. Craig Conaway (Hon); 2. Tom Smith (Hon); 3. Craig McConnache (Hon).

500 INT: 1. Kenny Parry (Yam).

500 PRO: 1. Kevin Allman (Yam); 2. Tim Hanna (Hon); 3. Dave Foltz (Hon).

Myers rules Port City MX

By Hugh Gatlin

MOBILE, AL, DEC. 21

Bobby Myers successfully took on all challengers in the Pro class and also defeated a hard-charging P.J. Sorg in a match race at Port City's last race of the year. The one-on-one race between the two riders was held at day's end to break a series points deadlock with the winner receiving a new hot tub.

Myers holeshot the first Pro moto with Tim Myers and Honda-mounted Mark Stringer in tow. After starting poorly, Terry Montero was moving towards the front when his Kawasaki's rear suspension collapsed off the front straightaway jump and put him out of the moto. Stringer overtook Tim Myers for second, but could not catch the leader before the finish.

Myers was out front again in moto two followed by Stringer and Montero, riding a borrowed machine. As Myers stretched his lead, Montero had more bad luck on the front straight jump. Stringer went down on the jump leaving Montero no place to go but over the top of him. Montero then hit the turf himself. Both riders remounted, with Stringer making a determined moto long run to catch Myers, but finished second. Montero was never able to find his form after the spill and finished out of the money.

Sorg swept both of his class motos setting up the points tie with Myers. Sorg used the power of a borrowed 1987 Honda 250 to grab the holeshot over Myers' Yamaha. Myers passed Sorg early, but the pair collided and went down coming out of the woods. Both were up quickly, only to take each other out again in the next turn.

Sorg took off first and opened up a small lead, then Myers reeled him in, passing Sorg in the stadium whoops and pulled away. With daylight nearly gone, Sorg staged a last-lap charge that brought him to within three seconds of the leader Myers at the checkered flag.

Results

HIGH POINT: 1. Bobby Myers (Yam).
PRO: 1. Bobby Myers (Yam); 2. Mark Stringer (Hon); 3. Tim Myers (Yam).
250 NOV: 1. Wayne Franklin (Kaw); 2. Jeff Jessup (Hon).
125 NOV: 1. Scott Grater (Kaw).
125 AM: 1. Russell Grater (Kaw); 2. Greg Sorg (Hon); 3. Neal Thomas (Hon).
250 AM: 1. P.J. Sorg (Hon).

Davis unbeatable at Clark Co. ST

By Derryl Anderson

RIDGEFIELD, WA, DEC. 12

The Bremerton speedster, Darell Davis, did it to 'em once again winning both the 250cc and Open Pro classes of the short track held on a well-prepared oval at Clark Co. Fairgrounds. Davis has taken home every money class win so far this season.

In the first heat race of the 250cc Pro class Billy Taylor took the early lead ahead of Troy Yeo, Davis and Matt Holden. Within a lap and a half Davis had control of the lead and continued to stretch it out. Meanwhile Holden moved under Yeo for third. At the checkers it was Davis, Taylor, Holden and Yeo.

Davis got the holeshot in the main event followed by Holden, Taylor and Yeo, who was losing his brakes. On lap two Taylor went by Holden in turns three and four. Two laps later Holden went down in turn three and was unable to restart. At the end it was Davis, Taylor, Yeo and Holden.

In the Open Pro class one restart was required as Rex Fisher got too anxious and jumped off the line too quickly. Davis made an extra effort to take the lead on the restart followed by Rex Fisher, Adam Sabedra, and Ryan Fisher. Ryan took only two laps to pass Sabedra and brother Rex. With the white flag coming out Ryan crashed in turn four and Rex had to go wide while Sabedra found an opening on the inside to take over second. At the checkered flag the order ran Davis, who took an easy win, then Sabedra, Rex Fisher and a restarted Ryan Fisher.

In the second heat race Rick Mscichowski took the early lead over Aaron Waggoner and Ron Adams. Adams and Waggoner fought tooth and nail passing each other twice a lap. On lap four Waggoner ran down Mscichowski and dove under him in turn three, pushing Mscichowski wide which allowed Adams to move by also. With less than a lap to go Waggoner seemed to be in control, but then his engine bogged down for an instant and Adams blew by for the win.

Rex Fisher got the holeshot in the main event followed closely by Davis, Sabedra, Ryan Fisher, Ron Adams, Waggoner, and Mscichowski. On lap two Davis slid under Rex for the lead and Ryan lost the front end in turn three. Davis rode a flawless race while Ryan Fisher fell again in turns three and four. He was up and running shortly, but the laps were running out. The positions remained the same and at the finish it was Davis, Sabedra, Adams, Waggoner, Rex Fisher, Mscichowski, and Ryan Fisher.

Results

MINI: 1. Ryan Anderson.
250: 1. Grayson Hart; 2. Stephen Argo.
OPEN: 1. Tom Miller; 2. Don Douglas.
250 PRO: 1. Darell Davis; 2. Billy Taylor; 3. Troy Yeo.
OPEN PRO: 1. Darell Davis; 2. Ron Adams; 3. Adam Sabedra.

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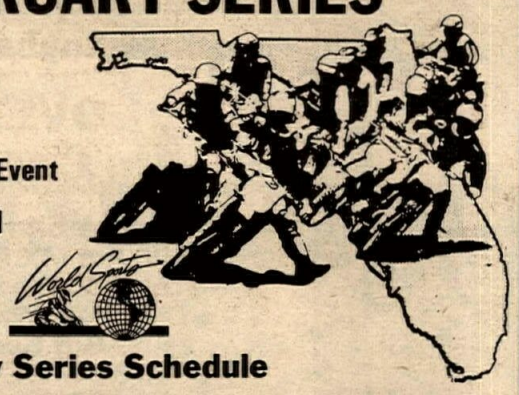

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World Championship Observed Trials Series

3/8	Spain
2/15	Belgium
3/22	England
3/28	Ireland
5/24	W. Germany
5/31	France
6/21	Bodine, PA
7/7	Austria
7/19	Italy
8/30	Czechoslovakia
9/6	Switzerland
9/13	Sweden

Sabine Enduro Circuit Series

2/22/87	String Prairie, TX
4/5/87	Thurber, TX
4/19/87	Fort Hood, TX

Florida Trials Association Series

1/18	Crooms, FL
2/1	Hernando, FL
2/28	Crooms, FL
3/1	Hernando, FL
3/22	Hernando, FL
4/12	Crooms, FL

F.T.R. Championship Hare Scramble Series

1/18	Plant City
2/15	Titusville, FL
3/29	W. Palm Beach, FL
4/12	Lake Placid, FL
5/31	Titusville, FL

Bud Light Texas Arenacross Series

1/16	Fort Worth, TX
2/20	Odessa, TX
3/6	San Antonio, TX

SE&TRA Championship Hare Scrambles Series

1/18	Perry, GA
2/1	Maxey, GA
3/22	Sumter, SC
4/5	Billingsley, AL
5/10	Chattanooga, TN
5/24	Morganton, NC

AMA/NATC National Championship Observed Trials Series

5/16-17	Globe, AZ
5/23-24	Temecula, CA
6/13	Wrentham, MA
6/14	Cayuta, NY
6/20-21	Bodine, PA
9/5	Thielman, MN
9/7	Port Huron, MI

SCORE Int'l Off-Road Series

1/30-31	Parker 400 Parker, AZ
4/3-5	Great Mojave 250 Lucerne Valley, CA
6/5-7	Baja Internacional Ensenada, Mexico
8/14-16	Off-Road C'ships Riverside, CA
11/6-8	Baja 1000 Ensenada, Mexico

HDRA Championship Series

3/6-8	Las Vegas, NV
5/7-10	Mint 400 Las Vegas, NV
	Barstow, CA
7/3-5	Fireworks 250 Barstow, CA
9/11-13	Frontier 500 Las Vegas, NV

Willow Springs Formula USA Series

4/4-5	Rosamond, CA
5/2-3	Rosamond, CA
6/6-7	Rosamond, CA
9/5-7	Rosamond, CA
10/1-4	Rosamond, CA
10/31-11/1	Rosamond, CA

CMC Dodge Truck/Golden State Nationals Series

1/17-18	Carlsbad, CA
1/24-25	Marysville, CA
1/31-2/1	San Bernardino, CA
2/14-15	Adelanto, CA
2/21-22	Brentwood, CA
2/28-3/1	Fresno, CA

*Saturdays Sportsmen, Sundays Pro

Canadian National Supercross Series

5/29	Montreal
5/30	Montreal
6/12	Toronto

SE&TRA Championship Enduro Series

2/8	Sumter, SC
2/22	Delta, AL
3/1	Pelion, SC
3/8	Palatka, FL
3/15	Athens, GA
3/29	Abbeville, SC
4/12	Greenville, SC
4/19	Franklin, GA

RMTA National Trial Series

5/16	Globe, AZ
5/17	Globe, AZ
5/23	Temecula, CA
5/24	Temecula, CA
6/13	Wrenthum, MA
6/14	Cayuta, NY
6/20	Williamsport, PA
6/21	Williamsport, PA
9/5	Thielman, MN
9/7	Port Huron, MI

World Championship 250cc MX Series

4/12	Belgium
4/26	Portugal
5/10	England
5/17	Holland
5/31	Czechoslovakia
6/21	Yugoslavia
6/28	San Marino
7/5	France
7/19	HOLLISTER,CA

World Championship 125cc MX Series

4/5	Holland
5/3	Belgium
5/10	Italy
5/17	Czechoslovakia
5/24	Bulgaria
6/28	France
7/4	Ireland
7/12	Switzerland
7/26	Finland
8/2	Germany
8/16	DELMONT, PA
8/30	Austria

World Championship 500cc MX Series

4/5	Spain
4/12	France
4/26	Austria
5/10	Finland
5/17	Sweden
5/31	Germany
6/14	Italy
7/12	England
7/19	Holland
8/2	Belgium
8/9	Luxembourg
8/30	Switzerland

World Championship Endurance Road Race Series

5/10	Portugal
5/24	England
6/21	Italy
6/28	Austria
7/26	Japan
8/15-16	Belgium
8/30	Germany
9/6	Spain
9/19-20	France

Motocross des Nations

9/13	Unadilla, NY

Trial des Nations

9/20	Finland

World Championship Speedway Final

9/5-6	Holland

World Championship Speedway Pair Final

6/28	Czechoslovakia

International Six Days Enduro

9/21-26	Poland

Florida Winter-AM MX Series

1/17-18	Brooksville, FL
1/24-25	Gainesville, FL

JANUARY						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

FEBRUARY						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

● Denotes Pro Payback

January 16

LOUISIANA SHORT TRACK
Coors Indoor. Indoor Sports, Inc. Monroe Civic Center, Monroe. Info 318/345-1802.
TEXAS ARENACROSS
Bud Light TX Arenacross Series. Will Rogers Coliseum, Fort Worth. Info 817/627-7483.

Jan. 16-17

NORTH CAROLINA ARENACROSS
M & M Productions. Western NC Agriculture Center, Asheville. Info 919/342-4492.

January 17

CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Info 714/242-5840.

Jan. 17-18

CALIFORNIA MOTOCROSS
● CMC/Golden State Nationals. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
FLORIDA MOTOCROSS
● Florida Winter AM Series. Croom Raceway, Brooksville. Info 813/822-8929.
WEST VIRGINIA MOTOCROSS
● Indoor MX Championships. AMA. Civic Center, Huntington. Info 614/753-2169.

January 18

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info 205/477-5389 or 477-6848.
CALIFORNIA MOTOCROSS
● Carlsbad Raceway, Carlsbad. CMC. Info 714/261-6116.
CALIFORNIA DESERT RACE
Bonzai Run. HMR/DCMC*FRT Promotion. Ancient Dry Lake Bed. Info 619/427-5759.

CALIFORNIA HARE SCRAMBLES
Indian Gulch H.S. AMA/D-36. Coulterville. Info 209/334-0946 or 334-9412.
CALIFORNIA GRAND PRIX
● CRC. Glen Helen Raceway, San Bernardino. Info 213/830-7519.
CALIFORNIA MOTOCROSS
● CMC. Marysville MX, Marysville. Info 916/695-2727 or 673-5710.
CALIFORNIA SMOOTH TRACK TT
● Martinez Racing. Argyll Park, Dixon. Info 415/641-9308.
CALIFORNIA MOTOCROSS
CMC. Sand Hill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA RALLY
Vintage Japanese MC. The Rock Store. Malibu/Agoura. Info 805/482-5679 8-10 a.m.
CALIFORNIA MOTOCROSS
CMC. White Wolf Raceway, Bakersfield. Info 805/834-0284.
FLORIDA TRIALS
FTA. Crooms. Info 813/533-0747 or 683-9319.
FLORIDA HARE SCRAMBLES
FTR. Suncoast Trail Blazers. Plant City. Info 813/351-4056.
FLORIDA FIELD MEET/ROAD RUN
Mustang MC. Bike Show, Field Meet, Road Run. Park & Ride, Orange Streaker Parking Lot, N. Miami. Info 305/929-7058 or 681-4753.
GEORGIA HARE SCRAMBLES
SETRA. High Point HS. Perry.
GEORGIA MOTOCROSS
Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
ILLINOIS ICE RACE
Variety Riders MC. Marseilles. Info 815/795-2147 or 795-2145.
MICHIGAN ICE RCE
Moreland's Supercross Park. Crystal Lake, Crystal. Info 517/235-4105.
MINNESOTA ICE RACE
● DTRA. 400 Club. St. Cloud. Info 612/593-1283.
NEW HAMPSHIRE ICE RACE
Lily Pond, Gilford. Info 603/524-3438.
NORTH CAROLINA MOTOCROSS
Wilkes Co. MX, between Lenoir & Wilkesboro. Info 704/758-4342.
NORTH CAROLINA MOTOCROSS
● Carolina Winter Series. Montrose Info 919/875-3805.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
PENNSYLVANIA ICE RACE
AMA/AATVA. Keystone Sportsmen MC. Honesdale. Info 717/729-7458.

January 23

CALIFORNIA MOTOCROSS
● CMC. Sand Hill Ranch, Brentwood. Info 415/634-3328
MICHIGAN ICE RACE
● Indoor Invitational Pro Series. Half Mile Cycle Race Corp. AMA/AATVA. L.C. Walker Arena, Muskegon. Info 616/941-0815.

Jan. 23-24

VIRGINIA ICE RACE
● ICE Speedway Series. Salem Civic Center,Salem. Info 602/296-1345.

Jan. 24-25

CALIFORNIA MOTOCROSS
● CMC/Golden State Nationals. Marysville. Info 714/261-6116.
FLORIDA MOTOCROSS
● Florida Winter AM Series. Gatorback Raceway Park, Gainesville. Info 813/822-8929.
MICHIGAN ICE RACE
National Amateur. Polka Dots MC. Gladwin Co. Ice Carnival Clubgrounds, Albright Shores. Info 517/835-9355.
WISCONSIN ICE RACE
● Milwaukee County Winterval. Wilson Park Lagoon, Milwaukee. Info 414/935-4287.

January 25

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info 205/477-5389 or 477-6848.
ARIZONA DESERT RACE
ADRA. Downtown Gila Bend. Info 602/252-1900.
CALIFORNIA MOTOCROSS
● CMC. Sunrise Cycle Park, Adelanto. Info 619/245-7339.
CALIFORNIA MOTOCROSS
● CMC. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA GRAND PRIX
● New Year's GP. DeAnza Cycle Park, Sunnymead. Info 714/828-1358 or 242-5840.
CALIFORNIA MOTOCROSS
● CRC.Vintage MC. L.A. County Raceway, Palmdale. Info 805/946-2728.
CALIFORNIA MOTOCROSS
CMC MX Support Race. CMC,SHR. Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA HARE & HOUND
Desert MC, Soggy Dry Lake Bed. Info 714/892-4817.
CALIFORNIA TT
● Smoke & Roar Racing. White Wolf Raceway, Bakersfield. Info 213/473-1656.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
FMC. South GA MX. Valdosta. Info 912/244-6050.
GEORGIA HARE SCRAMBLE
7th Annual Logger 100. Perry Mountain MC. Reynolds Pasture, Maplesville. Info 205/872-4286 or 872-0619.
ILLINOIS ICE RACE
Variety Riders MC. Marseilles. Info 815/795-2147 or 795-2145.
MICHIGAN ICE RACE
Moreland's Supercross Park, Crystal Lake, Crystal. Info 517/235-4105.
NEW HAMPSHIRE ENDURO
Snow Odyssey. NETRA/MVTR. Bearbrook State Park, Allenstown. Info 603/529-7629.
NEW HAMPSHIRE ICE RACE
Enfield/Canaan Knights of Columbus. Mascoma Lake, Enfield. Info 603/632-7425.
NEW YORK ICE RACE
● Electric City Riders. AMA. Warners Lake, E. Berne. Info 518/399-4270 or 374-7979.
NORTH CAROLINA MOTOCROSS
Wilkes County MX, between Lenoir & Wilkesboro. Info 704/758-4342.
OHIO HARE SCRAMBLE
Gran Prix Raceway, Canal Fulton. Info 216/239-1598.
OKLAHOMA MOTOCROSS
● Allen Ranch MX, Bixby/Tulsa. Info 918/428-1237.
OKLAHOMA MOTOCROSS
● Motorcycle Raceways. Oklahoma City. Info 405/681-9492.
OREGON SHORT TRACK
● S.O.M.A. Indoor. Jackson Co. Expo. Compton Arena, Central Point. Info 503/597-2894.
OREGON MOTOCROSS
● Clarks Branch Cycle Club/MX North west. Roseburg. Info 503/673-1671.
SOUTH CAROLINA MOTOCROSS
AMA Carolina Winter Series. Sandhill MX, Chesterfield. Info 803/623-2036.
SOUTH CAROLINA HARE SCRAMBLES
SETRA. Sandblasters of Low Country. Myrtle Beach. Info 803/626-7920.

Jan. 30-31

NORTH CAROLINA ARENACROSS
M&M Productions. Western NC Agriculture Center, Asheville. Info 919/342-4492.

Jan. 30-Feb. 1

ARIZONA DESERT RACE
SCORE Championship Series. Parker 400. Parker. Info 818/889-9216.

January 31

CALIFORNIA SUPERCROSS
● Coors Supercross. CRC. Anaheim Stadium, Anaheim. Info 714/999-8990.
FLORIDA ENDURO
Night Enduro. Palm Beach Track & Trail Riders. West Palm Beach. Info 305/969-0514.
OHIO ICE RACE
● Pro Indoor Invitational. Half Mile Cycle Race Corp. Hobart Arena, Troy. Info 616/941-0815.

Jan. 31-Feb. 1

CALIFORNIA MOTOCROSS
● CMC/Golden State Nationals. Glen Helen Raceway, San Bernardino. Info 714/261-6116.
CALIFORNIA GRAND PRIX
● AMA/D-37. Desert Vipers. Adelanto. Info 714/634-3629.
PENNSYLVANIA MOTOCROSS
● 9th Annual Trail-Way Indoor Championship. AMA/D-6. Pennsylvania Farm Show Arena, Harrisburg. Info 717/359-4310.
WISCONSIN ICE RACE
● Milwaukee County Winterval. Brown Deer Park Lagoon, Milwaukee. 205/477-6848 or 477-5389.

February 1

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARIZONA ROAD RACE
Round 1 AMA/CCS 500k Endurance. PRRO. Firebird Int'l Raceway, Phoenix. Info 602/583-8859 or 993-5384.
CALIFORNIA SUPERCROSS
● Coors Supercross. CRC. Anaheim Stadium, Anaheim. Info 714/999-8990.
CALIFORNIA MOTOCROSS
● CMC. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA MOTOCROSS
● CRC. Anaheim Stadium, Anaheim. Info 213/830-7519.
CALIFORNIA MOTOCROSS
CMC. White Wolf Raceway, Bakersfield. Info 805/834-0284.
CALIFORNIA SMOOTH TRACK TT
● Martinez Racing. Argyll Park, Dixon. Info 415/641-9308.
CALIFORNIA ENDURO
AMA/D-37. Golden State Enduro Series, Ventura County MC. Red Mountain. Info 805/526-3667.
CALIFORNIA HARE SCRAMBLES
AMA/D-36. Los Altos Dirt Bikers. Metcalf Cycle Park, San Jose. Info 415/368-9036 or 583-5122.
CALIFORNIA POKER RUN
AMA/D-37. Pasadena MC. Temple City Honda, Las Tunas, Temple City. Info 714/596-5120 or 818/914-3738.
FLORIDA ENDURO
FTR Championship Series. Palm Beach Track & Trail Riders. W. Palm Info 305/622-2591.
FLORIDA TRIALS
FTA Series. Hernando. Info 813/533-0747 or 683-9319.
FLORIDA MOTOCROSS
● Florida February Series. Croom Raceway, Brooksville. Info 813/822-8929.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA HARE SCRAMBLES
SETRA Series. Cherokee H.S. Maxey. Info 803/229-7696.
GEORGIA MOTOCROSS
Whitesburg. Info 404/942-5930.
GEORGIA HARE SCRAMBLES
Sperin Road, Ball Ground. Info 404/941-8464.
ILLINOIS ICE RACE
Variety Riders MC. Marseilles. Info 815/795-2147 or 795-2145.
MICHIGAN ICE RACE
Moreland's Supercross Park. Crystal Lake, Crystal. Info 517/235-4105.
MINNESOTA ICE RACE
DTRA Ice Series. Centerville. Info 612/593-1283.
NEW HAMPSHIRE ICE RACE
Lily Pond, Gilford. Info 603/524-3438.
NEW HAMPSHIRE ICE RACE
Enfield/Canaan Knights of Columbus. Mascoma Lake, Enfield. Info 603/632-7425.
NEW YORK MUD/SNOW SCRAMBLES
N.Y. State Championship. Square Deal Riders. Belden, 15 mi NE of Binghamton. Info 607/723-2387.
NORTH CAROLINA MOTOCROSS
Carolina Winter Series. Montrose MX, Raeford. Info 919/875-3805.
OHIO HARE SCRAMBLES
Grand Prix Raceway, Canal Fulton. Info 216/239-1598.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
OKLAHOMA MOTOCROSS
Broken Spoke MX, Tulsa/Preston. Info 918/321-3328 or 321-5041.
PENNSYLVANIA ICE RACE
AMA/AATVA. Keystone Sportsmen MC. Honesdale. Info 717/729-7458.

February 7

CALIFORNIA KIDURO
CRC. Barstow-Sidewinder Road. Info 714/689-6114.
NEVADA MOTOCROSS
Round 1 D-26 Championships. Las Vegas MX Park, Las Vegas. Info 702/564-2677.

Feb. 7-8

NEW YORK ICE RACE
AMA/AATVA. Action Park East. Winter Carnival. Lake George.Info 607/754-0191 or 203/747-4228.

February 8

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA HARE SCRAMBLES
Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
CALIFORNIA DESERT RACE
● Team 200. AMA/D-38. Team Threat/FRT Promotion. Yuha. Info 619/427-5759.
CALIFORNIA MOTOCROSS
● CRC. L.A. Co. Raceway, Palmdale. Info 213/830-7519.
CALIFORNIA MOTOCROSS
● CMC. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA MOTOCROSS
● CMC. Sunrise Cycle Park, Adelanto. Info 714/261-6116.
CALIFORNIA MOTOCROSS
● CMC. Marysville MX, Marysville. Info 916/695-2727 or 673-5710.
CALIFORNIA ENDURO
CRC. Candy Ass Enduro. Barstow-Sidewinder Rd., Barstow. Info 714/689-6114.
CALIFORNIA HARE & HOUND
36th Annual Moose Run. Four Aces MC. Downtown Fremont Valley. Info 818/998-4935.
FLORIDA MOTOCROSS
● Florida February Series. Diamondback Park, Cocoa. Info 813/822-8929.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
ILLINOIS ICE RACE
Variety Riders MC. Marseilles. Info 815/795-2147 or 795-2145.
MICHIGAN ICE RACE
AMA. Valley Trail Riders. Bay City. Info 517/754-5842.
MICHIGAN ICE RACE
Moreland's Supercross Park. Crystal Lake, Crystal. Info 517/235-4105.
NEW HAMPSHIRE ICE RACE
Enfield/Canaan Knights of Columbus. Mascoma Lake, Enfield. Info 603/632-7425.
NEW HAMPSHIRE ICE RACE
Lily Pond, Gilford. Info 603/524-3438 before 9 p.m.
OKLAHOMA MOTOCROSS
● Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
OREGON SHORT TRACK
● SOMA Indoor Series. Jackson County Expo, Compton Arena, Central Point. Info 503/597-2894.
SOUTH CAROLINA MOTOCROSS
AMA Carolina Winter Series. Hell Hole Creek MX, Leesville. Info 803/532-5778 or 532-9241.
SOUTH CAROLINA ENDURO
SETRA Series. 19th Annual Sumter Enduro. Sumter. Info 803/481-9011.

February 14

CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead.

CRC Redemption Centers Presents
Amateur Supercross
Sunday, Feb. 1, 1987
at Anaheim Stadium
(Home of the Angels and Rams)
OVER $10,000 In Cash and Prizes
Limited Entry
Ride The Same Course As The Pros!
$1500 Pro MX Purse*
$1500 3-Wheeler & Quad Pro Purse*
Contingencies
$50 Gift Certificates
$30 Gift Certificates
$20 Gift Certificates
Plus 30% Super Stadium Trophies!
SCOTT USA
IMPORTANT! MAIL YOUR ENTRY NOW!
Entries will be accepted on a first come basis. No post entries. Must be 1987 CRC members.
Must ride your highest classification, all class winners will be verified.
Prizes for Sportsman classes:
1st Place $50 Gift Certificate
2nd Place $30 Gift Certificate
3rd Place $20 Gift Certificate
Redeemable at any of the CRC Redemption centers for gifts of your choice.
AXO sport
PJ1 Oil Products ● AXO Hats
* Ten riders required to make class — less than 10 get 75% payback
CRC MEMBERSHIP REQUIRED **INFO: (213) 830-7519**

CRC Redemption Centers:
* La Habra Suzuki
1200 W. Whittier Blvd.
La Habra (213) 691-3273
* Sunwest Cycles
111 E. 6th Street
Corona (714) 735-7721
* Newhall Kawasaki
24363 San Fernando Road
Newhall (805) 254-2111
* Riders Choice
44211 Yucca Ave.
Lancaster (805) 948-5800
* Simi Valley Honda
4346 E. LA Ave.
Simi (805) 526-4122
* Yamaha of Cucamonga
9760 Foothill Blvd.
Cucamonga (714) 987-2411
* Kawasaki Sports Cycle (Lancaster Kawasaki)
400 W. Ave. I
Lancaster (805) 948-1019
* Pomona Valley Kawasaki
1170 W. Holt Ave.
Ontario (714) 983-5988
* Thousand Oaks Yamaha/Kawasaki
2388 E. Thousand Oaks Blvd.
Thousand Oaks (805) 497-3765
* Granada Yamaha
17602 Chatsworth St.
Granada Hills (818) 366-0646
* Cycle Stuff
15431 Anacapa
Victorville (619) 245-3003

NEW YEAR'S GRAN PRIX
SUNDAY, JANUARY 18, 1987
Glen Helen Cycle Park ● *Devore, California*
Overnight Camping OK ● Must be in by 8 p.m.
DON'T MISS IT! ● Membership Not Required ● MX-GP-ATV POINTS
Doublecross, AMA, SRA, Desert Buicks, CMC, District 37, NMA - WELCOME

8:00 a.m.	Parade Lap	12:30	Parade Lap
8:30	All Mini & Women	1:00	All Beg.
9:30	Quads & ODY	2:00	Pros & Int.
10:30	CRC Vets (+30, +40)	3:00	All Nov.
11:30	3-Wheelers	4:00	Team Race

Each Class Race 45 Minutes ● 20% Trophies ● Superb Finisher Pins
CASH TO PROS ● No post entry penalty for 2nd class entered.
MAIL ENTRY: $20, Non-Member $25 ● POST ENTRY: $25, Non-Member $30
1987 CRC Membership Available
Mail entries and two (2) legal size self-addressed envelopes (SASE) to:
CALIFORNIA RACING CLUB, *24518 Island, Carson, CA 90745*
INFO: (213) 830-7519

● GRANADA YAMAHA ● KAWASAKI CENTRAL ● ANSWER ●
THOUSAND OAKS
VCMC
VENTURA COUNTY MOTORCYCLE CLUB
* GOLDEN STATE ENDURO SERIES *
BIGGER & BETTER THAN LAST YEAR
PRIZES $3,000.00
1ST CHANCE ENDURO '87
Red Mountain, Ca.
3 LOOPS---AA, A MEN
2 LOOPS---All others
1 LOOP---MINIS AND C WOMEN
FEB. 1, 1987
Mark (805) 583-1211
Bob (805) 526-3667
POKER RUN
WIN A KAWASAKI KX 60 OR OTHER PRIZES
Saturday 1:00 PM
$5.00 per rider
THIS IS A GOOD D-37 FAMILY ENDURO
Special third loop for A riders only.
SIMI HONDA ● AXO
YAMAHA-KAWASAKI ● KAWASAKI / YAMAHA OF VENTURA ● '87

A subscription is a boredom prescription.

DeAnza Cycle Park
D.R.C. Presents
Saturday MX Racing
JAN. 17 and FEB. 14
100% Pro Payback ● No Membership Required
For More Details Call After 6 p.m.
(714) 780-0116 ● (714) 242-5840
(714) 780-0952

WHITE WOLF RACEWAY
Motocross At
WHITE WOLF RACEWAY
JAN. 18
(805) 834-0284
Bakersfield, CA

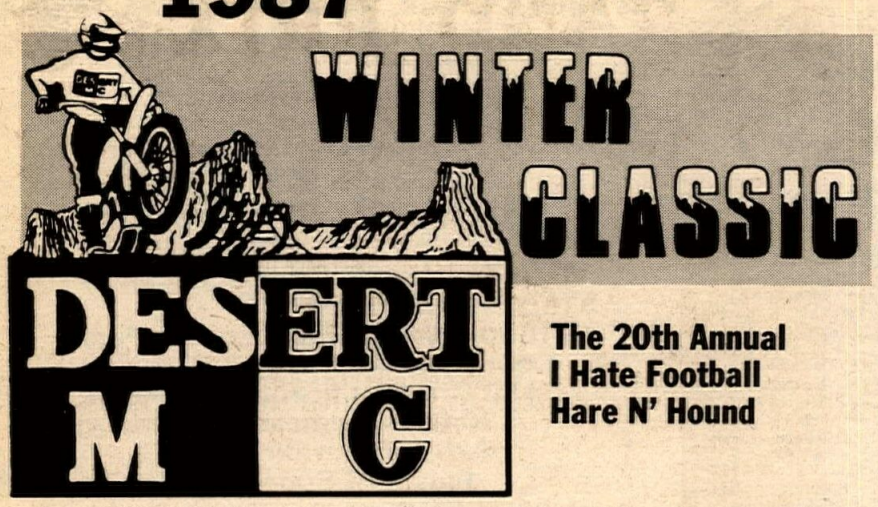
CMC Race With The Best
GOLDEN STATE NATIONALS
SAT/SUN Jan. 17-18 Carlsbad Raceway
SAT/SUN Jan. 24-25 Marysville MX Track
CA (714) 261-6116

HARE SCRAMBLES
FEBRUARY 8, 1987
Gary's Warrior Motocross Raceway
Warrior, Alabama
Co-Sponsored By Dixie Cycle & Metro Yamaha
Virgin Track — Gates Open 9:00am
Regular Classes — Race Starts 1:00pm
Information:
(205) 849-8069 or (205) 647-5612

CRC CALIFORNIA RACE SCHEDULE
ATV Classes At All Events
Jan. 18 - HAPPY NEW YEAR GP, Glen Helen
Feb. 1 - MOTOCROSS, Anaheim Stadium
Jan. 25 - MOTOCROSS, L.A. County Raceway
Feb. 8 - MOTOCROSS, L.A. County Raceway
(213) 830-7519

DESERT M.C. Presents

1987



The 20th Annual
I Hate Football
Hare N' Hound

January 25, 1987
10:00 a.m. Start
Lucerne Valley, CA ● Bessemer Mine Rd.

$50.00
To Club With
Most Sign-Ups
Donated by Cycle World Stores

$50.00
To Club With
The Most Finishers
Donated by Troy Lee Designs

★ *One Gas Pit*
★ *$16.00 For All Entries*
★ *43 Mile 1st Loop*
★ *44 Mile 2nd Loop*

Pie Plates Welcome
Super Finisher Pins ● Annual Club Participation Trophy
Beginners, ATV, Women Nov. & Super Sr. Nov. Go One Loop
Rescue 3 In Attendance.
AMA & District 37

Event Sponsors:
NGK Spark Plugs
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For Information Call:
Mark Sromalla
(714) 951-4457

COME TO THE FIRST SCHEDULED CRRC RACE IN '87

Central Road Racing Club

Grand Prix Motorcycle Road Races At Its Best IN MONTEREY MEXICO

Central Road Racing Club

Saturday, February 14th — 6 Hour Endurance Race
Sunday, February 15th — Sprint Races
All Current Road Race Licenses Accepted

For more information and pre-entry package contact the Central Road Racing Club at: (713) 468-3889

The Central Road Racing Club (CRRC) is an amateur motorcycle road racing club associated with the Western Eastern Roadracers Association (WERA).

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-DOUBLE CROSS RACING
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Perris Raceway
Perris, CA
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INTER-SHOWS
SWAPMEET
MOTORCYCLE
JAN. 16
O.C. Fairgrounds, CA
(714) 364-2542

Info 714/242-5840.
CALIFORNIA SUPERCROSS
● CRC. San Diego. Info 213/830-7519.
FLORIDA MOTOCROSS
Indoor MX. Indoor Sports Inc. Jacksonville Coliseum, Jacksonville. Info 904/744-7984.
IDAHO SHORT TRACK
Indoor. Owyhee MC. Kuna. Info 208/336-9929 or 888-7357.

Feb. 14-15

CALIFORNIA MOTOCROSS
● CMC/Golden State Nationals. Sunrise Valley, Adelanto. Info 714/261-6116.

February 15

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ARIZONA ROAD RACE
PRRO. Sprints. Firebird Int'l Raceway, Phoenix. Info 602/583-8859 or 993-5384.
CALIFORNIA ENDURO
D-36 Regional. B & C Championship. Salinas Ramblers MC. Clear Creek between King City & Coalinga. Info 408/422-3232.
CALIFORNIA MOTOCROSS
● CRC. Glen Helen Raceway, San Bernardino. Info 213/830-7519.
CALIFORNIA MOTOCROSS
● CMC. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA SMOOTH TRACK TT
● CMC. Martinez Racing. Argyll Park, Dixon. Info 916/678-3592.
FLORIDA HARE SCRAMBLES
FTR Series. Apollo. Titusville. Info 813/351-4056.
FLORIDA MOTOCROSS
● Florida February Series. Gatorback MX Park, Gainesville. Info 813/822-8929.
GEORGIA MOTOCROSS
Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
ILLINOIS ICE RACE
Variety Riders MC. Marseilles. Info 815/795-2147 or 795-2145.
MICHIGAN ICE RACE
Moreland's Supercross Park. Crystal Lake, Crystal. Info 517/235-4105.
MICHIGAN ICE RACE
Polka Dots MC. Gladwin County Ice Carnival Clubgrounds, Albright Shores. Info 517/835-9355.
MINNESOTA ICE RACE
● DTRA Series. Centerville. Info 612/593-1283.
NEW HAMPSHIRE ICE RACE
Enfield/Canaan Knights of Columbus. Mascoma Lake, Enfield. Info 603/632-7425.
NORTH CAROLINA MOTOCROSS
● Carolina Winter Series. Montrose MX, Raeford. Info 919/875-3805.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.

February 20

TEXAS ARENACROSS
Bud Light Arenacross Series. Mike Kidd Prom. Ector County Coliseum, Odessa. Info 817/627-7483.

Feb. 20-21

OREGON MOTOCROSS
● SOMA. Indoor. Jackson County Expo, Compton Arena, Central Point. Info 503/597-2894.

February 21

WASHINGTON GRAND PRIX
N.W. MC Assn. Off-Road Series. Sea Fair City MC. Seattle Int'l Raceway, Kent. Info 206/833-7313.

Feb. 21-22

CALIFORNIA MOTOCROSS
● CMC/Golden State Nationals. Sandhill Ranch, Brentwood. Info 714/261-6116.

February 22

ALABAMA ENDURO
SETRA Series. Piney Woods Enduro. Delta. Info 404/288-5305 or 373-3447.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
CALIFORNIA DESERT RACE
● The King. Fudpucker Racing Team. AMA/FRT/D-38.Ancient Dry Lake Bed, Imperial County. Info 619/427-5759.
CALIFORNIA MOTOCROSS
● CMC. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNOIA MOTOCROSS
● CMC. Sunrise Cycle Park, Adelanto. Info 714/261-6116.
CALIFORNIA GRAND PRIX
● Diamond Head GP. CRC. L.A. Co. Raceway, Palmdale. Info 213/830-7519.
CALIFORNIA DESERT RACE
AMA/ D-38. FRT 150 mile King of the Desert Race. Ancient Dry Lake Bed. Info 619/465-5023.
CALIFORNIA HARE SCRAMBLES
Brush Busters MC. Camp Rock Rd, Lucerne. Info 818/443-4618.
CALIFORNIA TT
● Smoke & Roar Racing. White Wolf Raceway, Bakersfield. Info 213/473-1656.
FLORIDA MOTOCROSS
● Florida February Series. Dade City Raceway, Dade City. Info 813/822-8929.
ILLINOIS ICE RACE
Variety Riders MC. Marseilles. Info 815/795-2147 or 795-2145.
MICHAGAN ICE RACE
Moreland's Supercross Park. Crystal Lake, Crystal. Info 517/235-4105.
NEW HAMPSHIRE ICE RACE
Enfield/Canaan Knights of Columbus. Mascoma Lake, Enfield. Info 603/632-7425.
NEW YORK MUD/SNOW SCRAMBLES
Square Deal Riders MC. Belden, 15 mi NE of Binghamton. Info 607/723-2387 or 693-2634.
OKLAHOMA MOTOCROSS
● Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
OREGON MOTOCROSS
● Clarks Branch Cycle Club. Roseburg. Info 503/673-1671.
SOUTH CAROLINA MOTOCROSS
AMA. Carolina Winter Series. Sandhill MX, Chesterfield. Info 803/623-2036.

Feb. 27-28

NORTH CAROLINA ARENACROSS
M & M Productions. Western NC Agriculture Center, Asheville. Info 919/342-4492.

February 28

IDAHO SHORT TRACK
Indoor. Owyhee MC. Kuna. Info 208/336-9929 or 888-7357.

Feb. 28-March 1

CALIFORNIA MOTOCROSS
● CMC/Golden State Nationals. Fresno Finale. Fresno. Info 714/261-6116.
CALIFORNIA GRAND PRIX
View Finders MC. Riverside Raceway, Riverside. Info 714/751-9238.
FLORIDA TRIALS
FTA Series. Crooms & Hernando. Info 813/533-0747 or 683-9319.

March 1

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
CALIFORNIA ENDURO
17th Annual Coyote Derby. Chaparrals MC. D-37.Red Mountain, Teagle Wash. Info 714/528-3007.
CALIFORNIA MOTOCROSS
● CMC. Marysville MX, Marysville. Info 916/695-2727 or 673-5710.
CALIFORNIA MOTOCROSS
● CMC. White Wolf Raceway, Bakersfield. Info 805/834-0284.
CALIFORNIA MOTOCROSS
● CMC. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
GEORGIA MOTOCROSS
Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
MINNESOTA ICE RACE
● DTRA. Centerville. Info 612/593-1283.
NORTH CAROLINA MOTOCROSS
● Carolina Winter Series. Montrose MX, Raeford. Info 919/875-3805.

Too Late To Classify

January 17
● SMX. Perris Raceway, Perris. Info 714/582-3482 or 582-2522.

January 18
● SMX. DeAnza Cycle Park, Sunnymead. Info 714/242-5840.

January 24
● SMX. Perris Raceway, Perris. Info 714/582-3482 or 582-2522.

January 25
● SMX. Glen Helen Raceway, San Bernardino. Info 213/830-7519.

January 31
● SMX. Perris Raceway, Perris. Info 714/582-3482 or 582-2522.

February 1
● SMX. DeAnza Cycle Park, Sunnymead. Info 714/242-5840.

February 7
● SMX. Perris Raceway, Perris. Info 714/582-3482 or 582-2522.

February 8
● SMX. Perris Raceway, Perris. Info 714/582-3482 or 582-2522.

February 14
● SMX. Perris Raceway, Perris. Info 714/582-3482 or 582-2522.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone number (with area code) for more information: _____

Your name: _____

RESULTS

Motocross
Final '86 Point Standings
District 36
Clearlake Oaks, CA
Jan. 7
By Jess Gallo

OT EX
Rich Schilling 41
Ray Marshall 37
Russ Johnson 21
Joe Hathaway 20
Tom Muto 19
Wylie Wilson 11
Jerry Brown 9
Glen Davis 8
Jack Coulombre 7
Russ Wyant 4
Duane Spence 4
Russ Fay 4
VET EX
Mark Martinmaas 49
Ralph Lundberg 42
Rich Thorwaldson 38
Rob Nichol 29
Richard Buttner 25
Harry McMahan 24
Jim Thrasher 19
Brent Anderson 17
Larry Brown 16
C. Martinmaas 15
EX
Robbie Hadlock 53
Kevin Truax 43
Jeff Cloutier 28
Dave McCombs 25
Wade Tiensuoid 25
Eric Schacht 24
Butch Stillmock 22
Dave White 22
Allen Berluti 21
Rick Woodson 21
MINIEX
P.J. Yacuk 10
Tallon Vohland 10
Steve Lamson 8
Paul Winn 8
Todd Hicks 6
Jerome Smith 5

Motocross
Final '86 Point Standings
Florida MX Club
Fernandina Beach, FL
Jan. 6

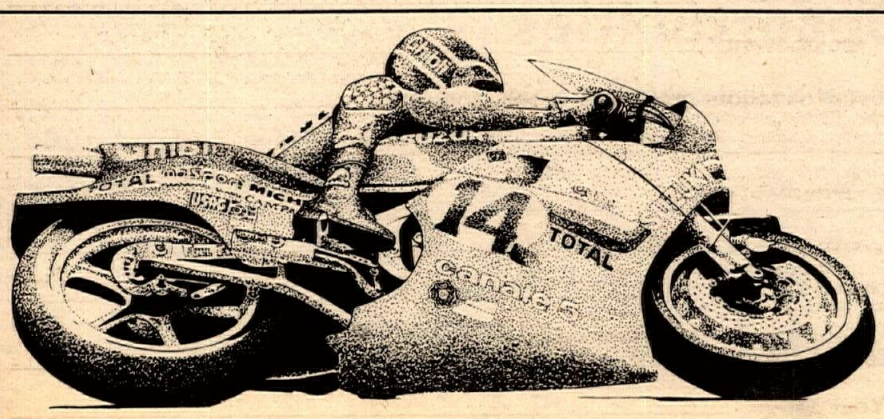
125 C
Lonnie Blackburn 876
Hugh Adams 835
Robert Cassubo 751
Claude McQuaig 594
Robert Smith 499
Brian Hall 444
Brian Browssard 419
Kevin Trice 341
Clark Tammer 330
Richard Smith 328
250 A
Mark Peterson 883
Alan Andrew 371
Norm Shafer 240
Earl May 229
Rick Shafer 170
Alan Lucy 167
John Cox 165
Keith Bland 152
Pat Post 116
Jurgen Larsson 109
125 A
Gary Paul 713
Mike Laney 354
Mark Petersen 245
Ken Elwood 209
Alan Andrew 188
Keith Fox 172
Paul Willis 157
Brian McElroy 147
Eric Yarnell 139
Jay Flesher 127
125 B
Wes Keenum 768
T.J. Brantley 752
Kevin Roberts 477
Larry Perry 356
Bill Arruda 241
Mike Horsley 214
Mark Smith 209
Keith Jones 202
Kirk Brock 123
Don Horsley 187
250 B
Dusty Holt 767
Paul Carepreso 597
Brent Cole 587
Jeff Davis 418
Dana Christenson 351
T.J. Brantley 338
Alan Wheeler 286
Lonnie Tucker 248
Rodney Orr 238
Don Horsley 237
250 C
Mike Houston 1020
Fortson Rumble 968
Clay Fares 655
Jon Allen 510
Neal Highnote 485
Jim Gruenwald 454
D.L. Mays 297
William Tichenor 285
David Osborne 283
Eric Osborne 281
SR
Robert Godfrey 1381
Ernie Millan 1105
Johnny Holbrook 743
Victor Hunter 535
Jim Faircloth 479
Robert Hunter 478
Lee Strickland 423
D.L. Mays 360
Mike Reynolds 345
Horny Prince 342
OPEN A
Ernie Millan 988
David Adams 472
Robert Godfrey 460
Robert Hunter 226
Todd Lancaster 615
Michael Mims 570
Pete Hammock 535
Michael Stormant 425
Andy West 349
Chris Nelson 316
David McPherson 216
Joe Calderone 211
Keith Yarnell 169
PEE WEE
Billy Scott 1461
Richard Ingle 474
Jason Overstreet 265
Phillip Picard 264
Curt Scott 178
Kirk Overstreet 88
Todd Langford 76
Ronnie Renner 50
Keith McQuaig 42
60
Josh Laptina 825
Chris Thoms 792
Brad Packard 661
Keith McQuaig 585
Noel Kitsch 561
Dustin Packard 555
Buddy Barnes 170
Pat Post 147
Earl May 147
Jon McCabe 100
Graham Kimble 94
Kevin Brule 50
Tommy Martin 50
Kraig Constantino 50
Alan Andrew 50
Todd Yoder 50
OPEN B
Victor Hunter 699
Jeremy Hunter 405
Donny Mason 273
Joel Raisseau 253
Todd Langford 223
MINI C
John Gontilcore 961
Jody Underwood 744
PattyMillan 683
Eddie Holbrook 532
Kyle Myers 519
Kenny Hanson 495
Chris Thoms 482
Mike Work 431
Todd Rousseau 392
Jeffery Purdy 377
MINI B
Brian Turner 950
Travis Blackburn 861
Chris Umstead 643
Josh Latina 583
Ryan Fenn 582
Michael Poore 351
Chris Brown 273
Bryan Harper 145
Nathan Bissette 94
Gary Allred 82
MINI A
Ernie Millan 1165
Justin Jackson 998
Chuck Coates 40
Ryan Dean 201
Daryl Youngblood 195
Adam Smith 179
Derek Youngblood 160
Jerry Holcomb 94
Rodney Summers 86
Tony Young 75
Ezra Lusk 75
PP
Dean Joiner 1259
Patty Millan 1004
Kim Brown 886
Laurie Kitsch 491
Carla Swing 100
Gina Perry 47
Pam Brown 40
100
Ernie Millan 1199
Justin Jackson 1000
Michael Poore 220
Daryl Youngblood 168
Derek Youngblood 148
Ryan Fenn 126
Ryan Dean 98
Travis Blackburn 94
Jared King 45
Ezra Lask 45
OPEN C
Mitchell Holstein 552
Gary Briles 315
Derek Hoskins 299
E.C. Tarner 246
Bill Kasavage 239
Chip Coar 238
Marlin Ethredge 223
Michael Smith 223
Doug Tilley 218
Mark Bazinet 167

Enduro
Final '86 Point Standings
District 37
Long Beach, CA
Jan. 7
By Sam Bell

OPEN
Rick Daniel 970
Chip Howell 940
Douglas Kribell 810
Steve Williams 780
Mike Wokal 770
Tim Moore 550
James Bortree 550
Lindsey Pickens 460
Mark Glasmeier 405
James Janzen 380
200
Peter Postel 1000
Donnie Simone 880
Jon Speight 790
Michael Smith 780
Bush Robert 680
Garner Palenske 550
Dave Matus 470
Michael Sterling 460
David Kerr 460
John Poso 410
SR
Morris Norman 940
Mike Haney 910
Roger Toubeaux 860
David Sweeney 850
Harry Keast 840
Dennis Toonan 750
Jerry Bailey 700
Ross Termin 630
Art More 620
Don McNamee 610
SUP SR
Ron Fry 970
Thomas Getzfrid 910
Bill Hutton 820
Bill Fullner 810
Donald Litton 740
Neal Keith 700
R. Morgenthaler 580
Bill Greene 550
Ed Mazenko 360
David Hutchens 310
4-STRK
Bob Farr 910
Jim Townsend 900
J.T. Parker 730
Dave Vogel 500
Mark Getzfrid 455
Troy Raynor 400
David Riker 340
Bob Pawlak 335
William Staley 310
Timothy Stoner 280
VET
Lowell Spiva 1000
Mark Cook 860
Peter Hughes 850
Jack Labrue 830
Jamie Litton 830
David Babroff 760
Phil VanWey 700
Clyde Litton 650
Ron Reinholdson 650
Dean McCoy 410
250
Robb Mescher 1000
Grant Palenske 880
Mike Garrett 850
Bob Lindgren 820
R. Schwalenberg 680
Ron Alves 500
Jason Ingersoll 465
A. Comproni II 450
James Williams 440
Sean Keast 385
WOMEN
Dana Bell 500
Jerilynn Poznoff 405
Kathy Labrum 345
Felicia Cody 295
Candy Hand 280
Anna Cody 255
Lori Bortree 250
Glenda Jackson 215
Anne Crawshaw 155
Lisa Lathan 100

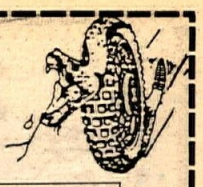
Hare Scramble
Daytona Dirt Riders
Scrub Oak Hare Scramble
New Smyrna Beach, FL
Dec. 14

AA
Bruce Berk
Mini A
Richard Howard
Mini B
Bobby Moriarty
125 A
Robert Griffin
125 B
Ken New
125 C
Chuck Fee
200 A
Doug Durrence
200 B
Glenn Forester
200 C
David Spioch
250 A
Scott Hogenson
250 B
Jonny Simpkins
250 C
Mark Thomas
OPEN A
Bill Gold
OPEN B
Derek Hoskins
OPEN C
Chuck Biegert
JUNIOR
Travis Motes
MASTERS
Ken Keylon
SR. A
Mike Brown
SR. B
Bill Drymon
SR. C
John Krell
SUPER SR. A
Marvin Williams
SUPER SR. B
Ed Butcher
WOMEN A
Beth Rewis
WOMEN B
Robin Bertrand



PRESENTED BY THE DESERT VIPERS M.C. 1987

ADELANTO GRAND PRIX



✓	SATURDAY JAN. 31st	✓	SUNDAY FEB. 1st
	8:00 UNCLASSIFIED		12:00 250
	9:15 SENIORS		1:15 **ATV's, QUADS & HACKS
	10:30 VETS		2:30 OPENS
	11:45 0-175 & WOMEN		
	1:00 *PRO RACE		

* PRO RACE ENTRY $50.00 WITH 75% PAY BACK. 1½ HOUR RACE TIME.

** SIX TO MAKE A CLASS. **$2000 GUARANTEED PURSE by NEO-LIFE**

NOTE! PLEASE CIRCLE OR CHECK THE RACE YOU ARE ENTERING!!!!!!!!!!

MAIL ENTRY $20.00, POST ENTRY $30.00, MAKE CHECKS PAYABLE TO DESERT VIPERS M.C. ENTRY OPENS **DEC. 21st** CLOSES JAN. 21st. STARTING POSITION DETERMINED BY POST MARK. ENTRY MUST BE ACCOMPANIED BY TWO SELF-ADDRESSED, STAMPED, LEGAL SIZE ENVELOPES. PHOTOCOPY OF RIDER CLASSIFICATION & AMA CARD. NO REFUNDS. FOR RECORDED INFORMATION CALL **(714) 634-3629.** WATERPROOFING SUGGESTED.....

MAIL ENTRY TO:

SATURDAY'S RACE
KEN RAPP
2118 E. ALDEN AVE.
ANAHEIM, CALIF. 92608

SUNDAY'S RACE
BRUCE A. WEEKS
649 S. EARLHAM
ORANGE, CALIF. 92669

Official GP # _____ Code _____
Name _____ AMA # _____
Dist. _____ EX. _____ AM. _____ NOV. _____ BEG. _____
Address _____ Club _____
City _____ State _____ Zip _____
Phone ( ) _____ Sponsor _____
Bike _____ cc _____ AMA # Expires _____

ENTRANT RELEASES DISTRICT 37 AND PERSONS ACTING ON ITS BEHALF FROM LIABILITY

Entrant hereby releases Sports Committee District 37 A.M.A., Inc. (District 37), the sponsoring club or promoter, and all persons acting on their behalf (including landowners) from any and all liability for injuries or damages suffered by Entrant during practice for, or the running of, this event. Entrant recognizes that District 37 and the sponsoring club or promoter cannot protect Entrant from suffering injuries or damage in this event, due to the inherently dangerous nature of off-road motorcycle racing. Even if the harm or damage to Entrant results from the negligence of District 37 or the sponsoring club or promoter (for example, if Entrant is not warned of a dangerous condition in or near the race course), Entrant must pay for any injuries or damages suffered by Entrant in this event.

Entrant certifies that he or she has medical insurance which will pay for any medical expenses arising from injuries suffered in this event. Entrant agrees that he or she will not seek to recover from District 37, the sponsoring club or promoter, or any person acting on its behalf, any expenses incurred as the result of injuries or damages sustained in this event.

I HAVE READ THIS RELEASE AND I UNDERSTAND ITS TERMS

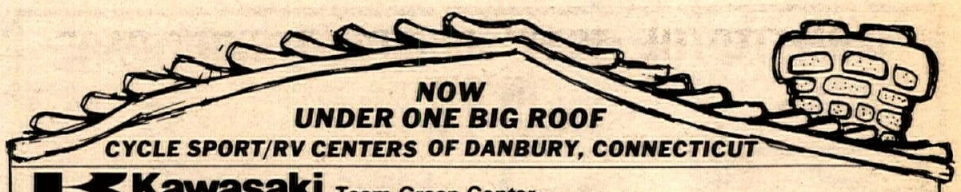
Signed _____ Date _____

ENTRANT OR PARENT/LEGAL GUARDIAN (Entrant under 18 years old must have parent or guardian signature)

If entrant is under 18 and does not have current District 37 Card indicating notarized consent is on file, PARENT or GUARDIAN must sign here acknowledge his or her consent to the terms of entry.

SIGNATURE: _____

The undersigned does hereby certify that he is a duly qualified (Circle One) Beginner Novice Junior Expert or Enduro Class A B C, rider having been so qualified by a competent organization.



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AXO Sport Pants (Neon/Rose)	$115.00
Super + AXO Jersey	36.95
29 Series Glove	33.95
AXO Superbelt	32.95
	$218.85

CASH $190
Lay-A-Way $200

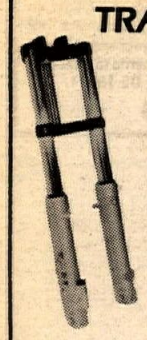
CONTACT: RUSTAN
8112 Bolsa Ave.
Midway City, CA 92655
(714) 892-2575

SMX California Schedule

Sat.	Jan. 17	Perris
Sun.	Jan. 18	DeAnza
Sat.	Jan. 24	Perris
Sun.	Jan. 25	Glen Helen

INFO (714) 831-3482

ATTENTION DIRT TRACK RACERS



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New M1 forks offer light weight and the ultimate in tuneability. Available in 38 and 42mm, with or without triple clamps. Separate compression and rebound dampening with external rebound adjustment.

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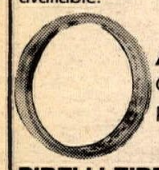
Complete selection of calipers, master cylinders, and rebuilding parts. Best inventory and prices available.



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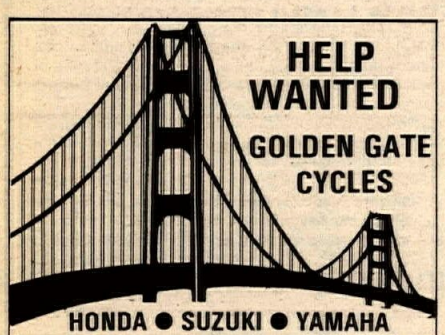
IN PA CALL (215) 672-9100



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WANT ADS

Help Wanted

Service Advisor
Experienced Service Writer for Southern California Honda dealership. Good verbal and writing skills a must. Ask for Steve. HONDA OF OCEANSIDE. (619) 433-6830. (101-02)

★Honda Service Mgr★
Northern California Honda dealership seeking experienced Honda Service Manager. MAPS experience preferred but will train right person. Excellent working conditions, beautiful area. Salary plus commission, medical and dental benefits. A great opportunity for self starting professional individual. A growing organization. Send resume to: Cycle News, Dept Service, P.O. Box 498, Long Beach, CA 90801. (101-03)

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Honda of Poway has Sales positions open immediately. Just north of San Diego. Busy, year round. Honda Gold Medal winner. One of top 50 dealers in U.S.! Top pay plan. PO Box 456, Poway, CA. (619) 748-4151. (249-02)

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Area exclusive Honda, Harley Davidson desires experienced Sales Person who is interested in making money. Only need someone with good track record, who has desire to excell. Prior sales persons have averaged aprox twice area average income. Store is presently being remodeled and enlarged. KNOXVILLE HARLEY DAVIDSON-HONDA, 5820 Clinton Hwy, Knoxville, TN 37912. (615) 689-2454. (201-03)

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Assistant to do applications, proto's, patternwork and production engineering on motorcycle, auto, bicycle and industrial products. Background pluses; Mechanical Engineering degree, drafting, plastics experience, Cad/Cam. Permanent position, good salary, benefits, profit sharing. NATIONAL CYCLE INC, Maywood, IL. (312) 343-0400. (301-02)

★★★M/C Technician★★★
The Motorcycle Mechanics Institute in Phoenix, AZ is looking for qualified Instructor trainees for it's advanced program. Must have strong performance and machinist background. No teaching experience necessary. Pay commensurate to skills. Call Dave Bush at 1-(800) 528-7995. (201-02)

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Experienced Parts Person for S. Cal Honda dealership. Benefits. Send resume to: Cycle News, Dept. MD, P.O. Box 498, Long Beach, CA 90801. (302-03)

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Salesmen & Parts Person Wtd
Central Florida Kawasaki dealership has immediate opening for experienced Salesmen and Parts person. Send resume to: KIRBY'S KAWASAKI OF TAMPA, 7807 N. Dale, Marby Hwy, Tampa, FL 33614. Attn: D.K. Kirby. (102-03)

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For world's largest dealer. 40 years in business, featuring Honda Yamaha Kawasaki Suzuki. Good pay and benefits. Located in the great state of Michigan. ANDERSON'S SALES & SERVICE. Ask for Chuck Heil, (313) 858-2300. (102-03)

★★★M/C Parts★★★
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MAPS experience preferred, but will train. Apply in person or call. WESTMINSTER HONDA-KAWASAKI, 13751 Beach Blvd, Westminster, CA. (714) 891-5348. (202)

EXPERIENCED MOTORCYCLE MECHANIC with own tools, able to work on American as well as Japanese motorcycles. Dual line franchise located central Cal. Ask for Gary (805) 461-1818. (302-03)

Mechanics Needed
Large Honda Yamaha Kawasaki dealership now accepting applications for experienced Mechanics. Contact Steve, BERNARDI CYCLES, 671 Worcester Rd, Natick, MA 01760. (617) 655-8586. (102-03)

Kawasaki Service Manager
Customer relations and supervision skills required. Will train qualified candidates. Call John to arrange interview. (714) 541-5217. (202-03)

LARGE HONDA DEALER: "SUNNY & WARM South Florida" needs a Parts Manager and Service Manager. Great hours, great benefits, excellent pay. Send applications to: Cycle News, Dept. K, P.O. Box 805, Tucker, GA 30085-0805. (202-05)

Mechanics
Vance & Hines is looking for skilled Mechanics to fill position due to expansion. Highly motivated with ability, with our expanding retail effort. Send resume to: Vance & Hines, 828 W. Vermont, Anaheim, CA 92805. (202)

Positions Wanted

MX Race Technician Available
For AMA, SX and MX nationals. Have experience, references and professional attitude. Call Rudy Castraneda MX Services. (619) 726-7711 M-F, 9-5 CA time. (402-03)

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Seeks position with quality Roadrace team. Four years factory level experience, Daytona 200 plus 10 other National wins to credit. For resume send all inquiries to: Cycle News, Dept KF, P.O. Box 498, Long Beach, CA 90801. (301-02)

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Puget Sound area, excellent opportunity with motorcycle, Moto-4, Riva, snowmobile franchises. 4200 sq. ft. building. $231,500. Contact Bill at Yamaha Northwest, 2233 James St, Bellingham, WA 98225. (206) 734-3929. (101-02)

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Good inventory, established service business, nice location, clean operation. Metro Phoenix area, priced right. Call (602) 833-2708. (301-04)

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Honda, Yamaha, Kawasaki, Suzuki parts in stock now! 1965 through 1985, dirt and street. UPS daily. Reasonable prices, friendly service. MIKE'S CYCLE PARTS. 1-(800) 327-7304, (503) 399-7690. (147/TFN)

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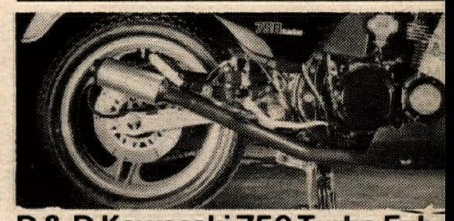
Excellent condition, low mileage. $2800 to $3400. Call (214) 243-1400 Sam Yamashita, evenings. (102/11)

Old Husqvarna Wanted
I need 1966-1972 parts or complete bike. Call Bruce (213) 503-2200. (102/11)



D & D Kawasaki 750 Turbo Exh.
10% extra h.p., saves 20 lbs. 4/1. (800) 327-1109. (239/TFN/EOI)

1986 YZ125 PRO CIRCUIT PORTING, fly wheel, shock mods, Kehein, ridden ten times. $1300. (714) 527-1120, (714) 993-5400 work. (102)

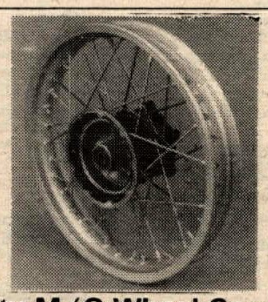
Wanted: Hein Gericke
Commander coat, size 46, black. (916) 666-2100, (916) 753-3996 Peter. (102-03)

ENGINE: 1980 KZ1300 KAWASAKI complete w/ carbs, electrics, mags, front end, swingarm. 5000 miles. Can ship. $500 w/title. (518) 731-9070. (102-03)

1985 XL600R Honda
Extra low mileage, like brand new. $1750. (714) 722-7180 evenings. (102)

'84 Husky 400WR
Extras, good condition. $1850. (714) 998-0104 located in East Anaheim, CA. (102)

Kawasaki Parts Inventory
For sale large supply of early Kawasaki parts. For price list and information call (915) 592-7670. (302)



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Excellent condition. $700. (714) 554-0898. (102-03)

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Mint condition. Will trade for KDX200. Call (213) 370-8965 Jim evenings. (302)

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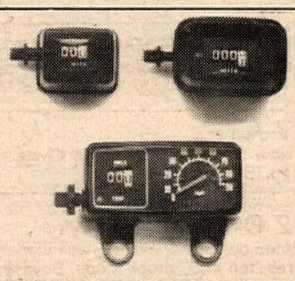
Excellent condition, many extras. (714) 875-7819. (302-04)

NS250R Honda
Red/white, 43 kilometers, Calif. titled, mint condition. (213) 532-1495 after 6 pm. (302)



★KTM/Husky/Maico ODOs★
We have drive kits and Japanese odo heads for all European bikes and most MXers. Retail only. COUNTDOWN (818) 348-8381. (231/TFN/EOI)

Wanted: 1977 RM370
Motor important, frame not. Wisconsin or midwest area preferred. Call (715) 421-4486 after 5 pm. (102)

Brand New '86 Ninja 1000
Bike has 1000 miles, so new it doesn't have license plate yet. $3900. (714) 758-2908, (714) 535-7338. (401-02)

1986 YZ490 YAMAHA. EXCELLENT CONDITION, extras. $1800. (714) 633-2758. (102)

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GS & GSXR1100. 1981 GS1100 showroom condition includes Bell Star II helmet. $1400 firm. 1986 GSXR1100 perfect condition, 500 miles, still under warranty. $4700/OBO. Loss of job forces sale. (714) 792-9193 John, evenings or leave message. (102)

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TZ750s; one main bike and one spare bike, both for $5000/OBO. 250, 350, 750 parts. Call (206) 353-8994 Steve after 5 pm. (102)

1986 CR250 HONDA, LOW HOURS, NEW plastic, extra Pro-Circuit pipe and assorted parts. Don (213) 540-5451 days, (714) 859-0719 evenings. (302-03)

XS650 RACING FRAME WANTED! Bare or rolling. Drop a line: RD#3, Box 89B, Glen Rock, PA 17327. (102)

'84 KX125 Kawasaki/$600
Super condition. Extras. (213) 597-1392. (102-03)

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Patrick cams, Mikuni carbs, Darcy ignition, Wiseco, Marzocchi forks, Grimeca brakes, fresh engine. $4300. (318) 527-8169. (102-03)

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Black with chrome. Brand new, low miles. Must Sell! Call (704) 437-4231 days. Ask for Melissa. (102)

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Excellent condition, 10,000 miles, original owner. $2500. (714) 792-1385. (102)

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'86 YZ125 Yam/Very Fast!
Bike is clean and fast. Fresh engine with first stage Malcolm Smith porting, Answer Holeshot pipe, twin air filter and HT Racing shock. Asking $1150. (714) 735-5850 between 6 pm and 9 pm.(302-03)

'87 USA R.R. Calendars
BY LOCKHART. Exciting full color poster size calendar captures the excitement of a complete season of Superbike F1, F2, Endurance and BoTT Road Racing. A must for road race and superbike enthusiasts! $11.95. For information contact LOCKHART, 15717 Texaco St, Paramount, CA 90723. (213) 630-4621. (202/TFN)

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One set each, 42mm and 35mm Marzocchi forks with triple clamps, two sets each M&M leathers, one set Works shocks, two 38mm and one 40mm Del'Orto carburetors and more! (408) 449-2712. (102-03)

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Order now for spring. Winners Circle, Hillsdale, Michigan. (517) 437-7513. 102-03)

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Trail ridden only a few times by an old man. Honest. New tires, top end, shock mods, Boyesens. Show room condition. $800. (805) 259-5067 or (805) 265-9747. (102)

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750cc, 6000 miles. Immaculate. $1600/OBO. (213) 429-1230. (101-02)

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Four-stroke frame, forks, shocks, wheels, disc brake front end, etc. Call Bob (714) 891-6105 days only. (302-03)

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Maxi van conversion, perfect condition. $4500/OBO. Call Bob (714) 891-6105 days only. (302-03)

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Looking to buy out old inventory of Hodaka parts for my own use. Collect calls welcome. Please call (504) 925-1191 ask for Craig. (102)

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Race Tech suspension, fresh top end, Answer parts, Sidewinder plus many extras. Expertly maintained. $1250. (213) 476-9203. (102-03)

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Comprehensive Road racing school and open practice session at Talladega G.P.R. Alabama on Saturday, January 17, 1987. School meets WERA license requirements. Sign up at 8:00 am trackside. School, $85. Practice only $35. For practice only call Talladega GPR at (205) 362-7010 days. Class limited to 20 students. For reservations call (803) 524-5337 evenings, before 11:00 pm. (150-02)

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Leathers cleaned, repaired, altered and lettered. Rebuildable knee scuffs. PRO-LAP. Thomas Hardy (215) 696-4994. (302-09)

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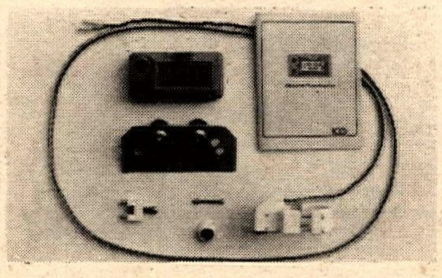
Brand new 1986's. $5899. PALM BEACH SUZUKI. (305) 683-3722. (202-03)



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Join Terry Cunningham and many other top riders who win with this hi-tech instrument. Complete kit with mounting brackets and full instructions for all bikes. Just $159.95. Visa/MC. ICO, Box 430, Bayou-Lacobme, LA 70445. 1-(800) 331-0470. (201/TFN)

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Mougen cylinder and head plus many extras; spare cylinder and head, rear wheel, all plastic, sub frame, muffler, radiator, triple clamps, seat, reed valve, brake, etc. Too much to list. $1150. (818) 841-0015. (301)

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All 1980, Lawwill framed up to date and fresh. One was Tex Peel's, one was Gene Church's and one was Tammy Kirk's. First two make excellent fast Jr. bikes. $6000 each or make offer for all three. With many spares. (912) 236-4112. (302-03)

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Cycle News

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Rhode Island Dealer
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Wanted: H.D. Roadracers

KR, XR, CR, Serious buyer. Call (617) 339-9645 before 8 pm. (301-04)

FJ600 ROLLING CHASSIS, FRAME PERFECT, fairing scratched. $1000. FJ1100 parts, new front end, stock brakes, shock, race proven suspension, Progressive springs, Tele-fix, Works remote Rem/Res, ultra sport shock. $400 a set. (914) 962-7110. (301-02)

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Brand new Nico Bakker aluminum frame, spare motor and frame. Excellent condition inside and out. New fairing, many spares. Must sell. (914) 683-5666. (301-02)

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Especially factory or support bikes. Call (617) 339-9645 before 8 pm. (301-04)

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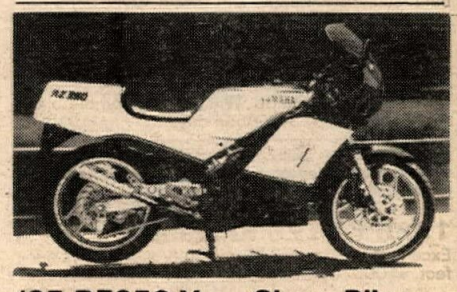

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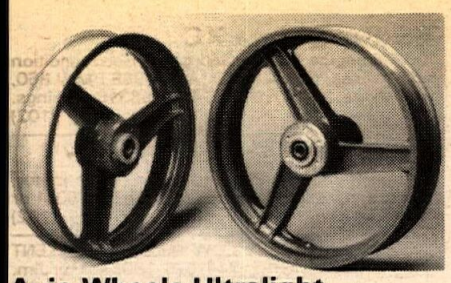

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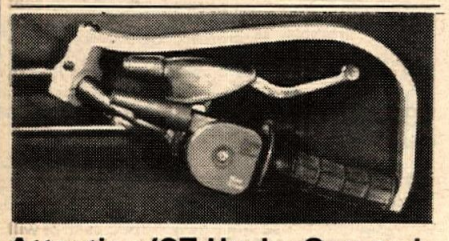

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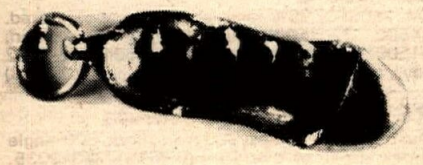

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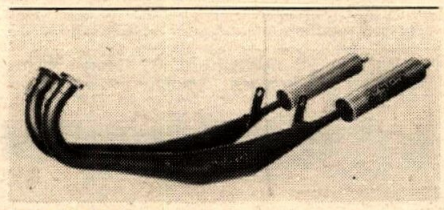

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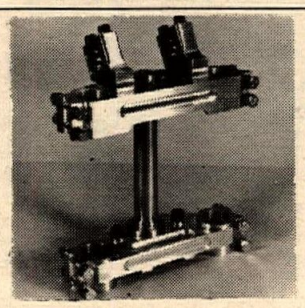

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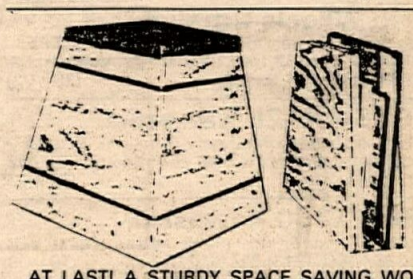

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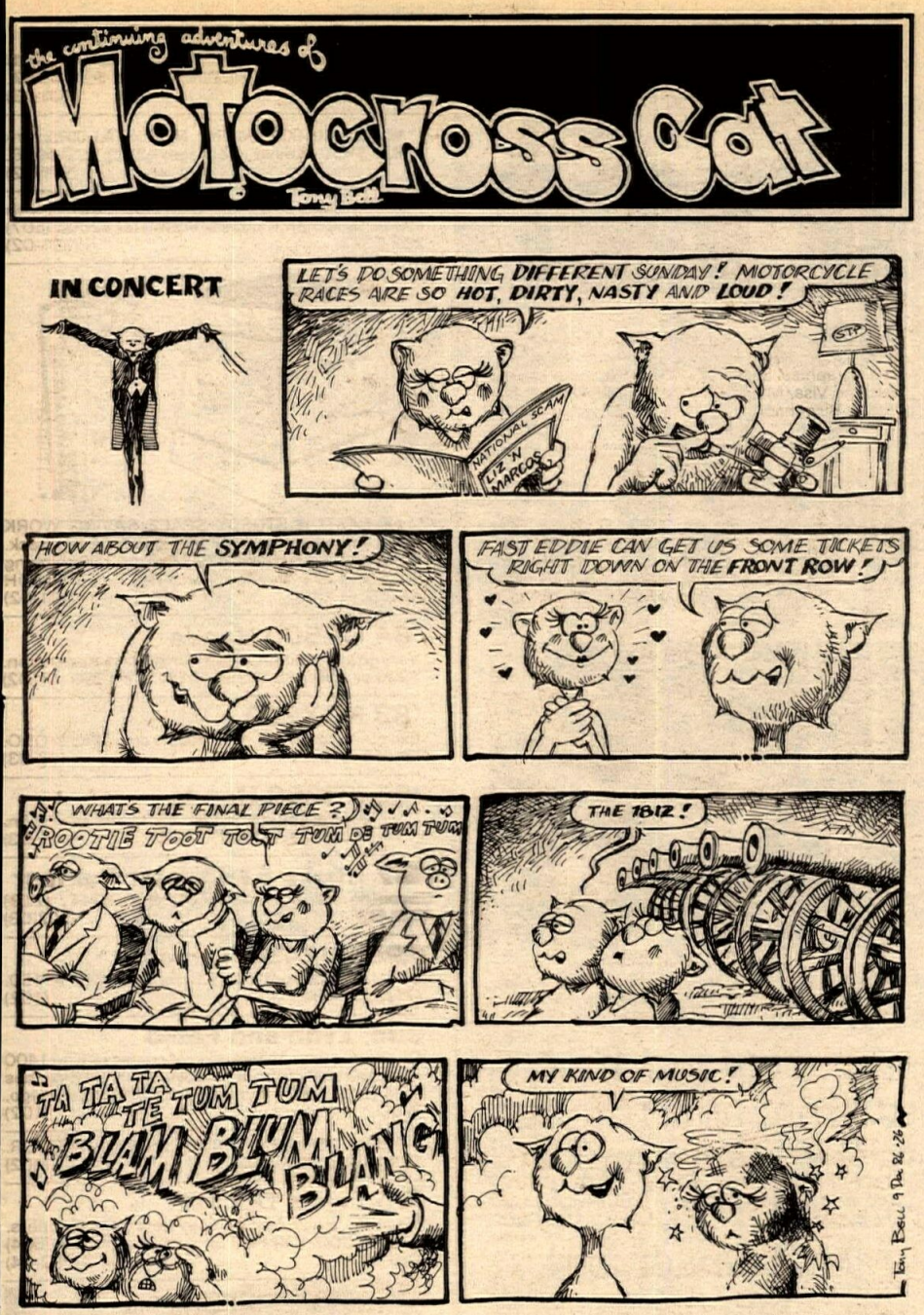

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